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No. 25,842

HONG KONG, THURSDAY, APRIL 12, 1928.

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## HONG KONG HOTEL.

### TO-DAY'S ANNUAL MEETING.

#### Shareholder In Critical Mood.

#### REVIEW OF COMPANY'S AFFAIRS.

"... in this year of grace 1928 it makes my mouth water to peruse this ancient and yellow document."

These words were spoken by Mr. G. C. Moxon at the annual meeting of the Hong Kong and Shanghai Hotels, Ltd., held to-day. Mr. Moxon has been a resident in the Colony for many years and went Home a few years ago but recently returned.

Mr. Moxon was referring to a final dividend of 12 per cent. for the half year ended December 31, 1901, and quoted other figures.

To his mind, said Mr. Moxon, the Hotels Co. had been too bold, but he paid a sterling tribute to the Repulse Bay, Peninsula, Majestic and other Hotels owned by the Company.

In his review of the Company's affairs, Mr. J. H. Taggart dealt with all branches of activities, adding that it was not likely that a dividend could be declared until the Peninsula Hotel was made revenue producing.

### TRIBUTE TO THE COMPANY'S HOTELS.

The attendance (representing 158,304 shares) comprised:—Mr. J. H. Taggart (chairman and managing director), Mr. J. Scott Harston, Mr. Allan Cameron, Mr. E. M. Raymond, Mr. John Fleming, and Sir Elly Kadoorie, K.B.E., Com. Leg. Hon. (directors), Mr. W. J. Hawker (managing director), Mr. P. H. Suckling, A.S.A.A. (general manager) and the following shareholders:—Messrs. G. C. Moxon, Joseph Gould, W. E. Van Eps, P. W. Massey, N. V. A. Croucher, H. Birkett, A. W. Smith.

The general manager read the notice convening the meeting.

#### Chairman's Speech.

The chairman then read his review as follows:—

Gentlemen,—The printed report and statement of accounts at December 31, 1927, having been in your hands for some days I propose, with your permission, to follow the usual procedure by taking them as read. The report of the Auditors is as follows:—

"We have audited the above account and balance sheet with the books and documents of the Head Office and the accounts and balance sheet of the Shanghai Branch rendered by Messrs. Thomson & Co., certified by them as correct. We have obtained all the information and explanations we have required. In our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and the explanations given to us and as shown by the books of the Company."

Percy Smith, Seth & Fleming, Auditors.

You will observe from the profit and loss account for the year 1927 that the balance of working account is \$1,102,559.43—a figure which bears favourable comparison with the similar balances of previous years.

The credit of \$466,652.25 to profit and loss account in respect of rents is considerably higher than usual and I would therefore explain that included in this figure is the rental obtained under agreement with the Military Authorities for the period they were in occupation of the Peninsula Hotel Building. On the other hand, interest during construction, which otherwise would have been charged to capital account, has been charged to profit and loss account for the period in respect of which the Company received rental from the Military Authorities, thus accounting for an increase in the item "Mortgage and Bank Interest." For the purpose of comparison of such item with the figure for the year 1926, however, I must point out that from the end of 1926 the Company received the benefit of saving of interest on the money obtained by the sale of the Kaleo Hotel property in Shanghai.

#### Peninsula Hotel.

Early in January last a settlement was effected with the Military Authorities by the payment of a lump-sum to the Company covering the questions of reinstatement liability of the Company in respect of postponement

of contracts, etc., and although such settlement was as satisfactory a one as could have been made in the peculiar circumstances of the case, nevertheless your Board are of the opinion—as I expressed from the chair at the general meeting held last year—that in the ultimate interests of the Company it would have been better had we been able without interruption to proceed to completion of the Hotel, although there was, of course, no question that the Company was bound to loyally co-operate with the Military Authorities in the early part of last year in the situation which then arose by the advent of the additional troops sent to Hong Kong.

Work on the Peninsula Hotel building is now progressing towards completion, and we are using every endeavour to open the Hotel in October next in order to be in a position to reap the full benefit of the business of the winter season. Every reasonable endeavour has been made to keep the cost of building (which appears in the balance sheet under the heading of "Payments on account of Construction in Progress") as low as possible, at the same time avoiding the mistake of false economies, so that you will have every reason to feel proud of your new establishment, which will certainly be a credit to the Colony and in particular to Kowloon—which is now undoubtedly the gateway to Hong Kong in so far as ocean borne passenger traffic is concerned—the result being not only to provide accommodation for the residents of the Colony, but also to enable Hong Kong—I might say, almost for the first time—to offer to tourists the service and attractions of an Hotel comparable with the modern establishments of Europe and America.

**Financial Position.**  
A glance at the balance sheet will suffice to show that the amount of loans secured by mortgages practically equals the nominal amount of the Company's issued capital, and therefore in pointing out that the Company is under-capitalised for the extent of its undertakings and that it is inconsequence of that position that the Company has had to rely upon financial assistance from other sources. So long, therefore as present financial conditions in the Colony continue, the above mentioned position cannot satisfactorily be remedied, and your directors are reluctantly compelled to state that the profits of the Company must be retained in the business. They regret that it is not possible for them to recommend a dividend in respect of the past year, and it is only fair to inform you that it is not likely that a dividend to shareholders can be declared until the Peninsula Hotel has been completed and made revenue producing.

"I do not wish, however, to lay before you a prospect devoid of 'optimism'." The Company in common with practically all other concerns in Hong Kong and China has had to shorten sail in order to weather the storms of the past three years—and, if I may say so, it has weathered them very successfully. We have not

## A COLLISION.

### Railway Disaster In France.

#### NEAR GARE DU NORD.

#### Sixteen Killed: Nineteen Injured.

Paris, To-day.  
A violent collision occurred between two trains near the Gare du Nord.  
Fifteen persons are known to have been killed and 30 seriously injured.  
The work of extrication is proceeding.—Reuter.

#### Driver Arrested.

Paris, Later.  
The driver of one of the trains involved in to-day's collision has been arrested on a charge of homicide, it being alleged that he ignored the danger signal. It has been ascertained that 16 were killed and 19 seriously injured.—Reuter.

## JAPAN'S DANGER.

### OUTBREAK AT TOKYO STATION.

#### "REDS" MENACE.

Tokyo, Yesterday.  
An indication that the round up of the extremists has increased the prospects of the Government weathering the coming Diet session was seen in the opening quotations of the Tokyo Stock Exchange, which registered an advance of the Yen to 80, while shares generally showed a firmer tone.—Reuter.

#### Political Leader Attacked.

Tokyo, To-day.  
Shouting "traitor" a party of between 20 and 30 reactionaries attacked Mr. Oyama, the President of the Ronoto Party, and Mr. Mizutani, a Ronoto Diet member, on their arrival at Tokyo Station from the country.  
Other Ronoto sympathisers joined in the fight, which was finally quelled by a detachment of 50 police.

There were no casualties and no arrests, except of two Ronoto supporters who were distributing handbills attacking "Government Oppression."—Reuter.

losses, we have made profits; and those profits have been placed to Reserves, thus consolidating the position on lines that will redound to the benefit of shareholders upon a recurrence of prosperity in Hong Kong and Shanghai.

**Hong Kong Hotel.**  
In the light of the position to which I have just drawn attention, you will understand why your directors have hesitated to embark upon any scheme of re-building the North and Middle blocks of the Hong Kong Hotel. So valuable a site cannot, however, be allowed to remain unproductive, and the subject of re-building thereon must be seriously considered in the near future—unless of course a good offer should be received for purchase of the site, in which case your directors would be prepared to carefully weigh the alternatives of fostering the interests of the Company either by a sale or by the erection of a new block.

**Garage.**  
The Garage Department of the Company in Hong Kong—which department has in a very few years grown from a small venture into quite a large concern—continued to make steady progress during 1927. The motor-bus services have increased in popularity and have been well supported by the public; particularly have they proved to have been of great convenience to those whose homes are situated at some little distance from town. In fact your directors have under consideration an extension of the motor-bus services at present operated by the Company, both as to the number of vehicles and the routes served by them, and I trust that the Company will have in running in Hong Kong within the course of this year a number of motor coaches of the best modern type approved and utilised by the leading Municipalities in England, and thus be in a position to meet efficiently and expeditiously the increasing demand of the public for such means of passenger transportation.

#### Directorate and Staff.

Mr. A. Brodie Clarke, Dr. E. L. Marsh and Mr. P. W. Massey who had formed an Advisory Committee

## LOSING ALREADY?

### Nationalists' Offensive In North.

#### T. V. SOONG MAY GO.

#### Intrigue Follows The MacMurray Settlement.

Shanghai, To-day.  
Although no absolute confirmation is possible, well-informed sources believe that Generalissimo Chiang Kai-shek's (Nationalist) offensive which opened on Monday morning against the North, ended disastrously. The Nationalists have been forced back. It is even possible that they have lost their main base, Hsuehchow. Meanwhile intrigue is rampant in Nanking notably, arising out of the reparations in the MacMurray Settlement, in connection with which it is believed that Mr. T. V.



Mr. T. V. Soong, the Nationalist Finance Minister and brother-in-law of Chiang Kai-shek, who may be forced out of the Ministry.

Soong (Finance Minister) may shortly be forced out of the Finance Ministry.

#### Marshal Li Chai-sun.

The forthcoming departure of Marshal Li Chai-sun for Canton is also significant of lack of unity among the Nationalists.—Reuter.

#### Firing Heard at Pukow.

Nanking, Yesterday.  
Troop movements are still taking place across this part of the Yangtze River.

Firing was heard to the north-west of Pukow last (i.e., Tuesday) night.—British Naval Wireless.

[Note: Pukow is on the north bank, just opposite Nanking. It

## WAYFOONG'S LIEN.

### China Merchants' Wharves At Shanghai.

#### N.Y.K. AS NEIGHBOUR.

Shanghai, To-day.  
Commenting on the common knowledge that the Hong Kong & Shanghai Banking Corporation has for long held a lien on the China Merchants S.N. Co.'s wharves at Shanghai in connection with loans dating back to 1912, the "North China Daily News" points out that although the wharves have been operated with considerable profit, interest on the loans is in arrears.  
The "N. C. Daily News" adds that the latest rumours that the Nippon Yusen Kaisha are about to become owners of property adjoining the China Merchants wharves are too definite to be ignored. The purchase price is reported to be \$5,000,000.—Reuter.

is too far south of the front for the "firing heard" to indicate hostilities, and "north-west" of Pukow is not in the exact war zone.]

#### BANDITS' ATTACK.

British Shipping Above Hankow.

#### Hankow, Yesterday.

It is believed that the firing on British tugs and lighters (belonging to Messrs. Jardine Matheson

## QUEER VISITOR.

### Calls At Government House This Morning.

#### DETAINED BY POLICE.

#### Wanted To Collect \$5,000,000 "Owing To Him."

A Chinese, dressed in European costume, trespassed in Government House this morning and, when questioned, was unable to give a satisfactory account for his presence there. As the man appeared from his manner, of speech to be of unsound mind, he was detained in the Office whilst the police were communicated with.

A traffic sergeant was despatched to Government House, and removed the Chinese to the Central Police Station in the sidecar.

The man, when questioned by the sergeant as to the reason for his call at Government House, coolly stated that he was there to collect \$5,000,000 owing to him!

At the Police Headquarters, the unfortunate man told an Indian sergeant that he was a man of "vision" and that he was the only man who could see Allah.

Later, the man was removed to the Government Civil Hospital for observation.

## COTTON TRADE.

### ANOTHER CONFERENCE TO BE HELD.

#### EMPLOYERS & EMPLOYEES.

#### London, Yesterday.

The executives of eight Cotton Trade Unions have accepted the employers' invitation to a joint conference on the 16th inst. to "discuss proposals to give full productive effect as to a 48-hour week" signifying that cleaning will have to be done outside the ordinary working hours.—Reuter.

field and Swire) on Tuesday (as reported yesterday) was the work of bandits.—British Naval Wireless.

[Note: The British craft were proceeding from Hankow to Changsha and were fired on about 25 miles above Hankow, whence they returned down-river.]

#### French At Hankow.

Hankow, Yesterday.  
The anti-French situation has improved and it is not anticipated that trouble will occur now.—British Naval Wireless.

[Note: There had been agitation against the French but an understanding has been reached between the local Nationalist officials and the French Consular authorities, as reported by Reuter yesterday.]

#### Cables to Canton.

Marshal Li Chai-sun, head of the Canton Government, has cabled Mr. Fung Chuk-man, Commissioner of Finance (in reply to a cable by the latter) reading:—

"Urgent, to Mr. Fung and others in Canton.—Your telegram received and noted. I shall leave Nanking on the 6th for Hangchow on my way to Canton."

Another report received in Canton says that Marshal Li had started for Canton (presumably to travel on the "Empress of Canada" which left Shanghai last week-end), but was delayed by General Tan Yen-kai, Mr. Tsai Yuan-pel and other leading members of the Nationalist Government at Nanking, who "persuaded him to remain in Nanking for the time being to help devise plans for the Northern punitive expedition."

**Rumours in Hong Kong.**  
Marshal Li was again invited by Mr. Chang Tsing-kang and Mr. Wu Tze-fel to visit Hangchow. He has now returned to Shanghai and was to have left Shanghai on the 10th for Canton.

There has been no report that Marshal Li has actually left Shanghai. It is commonly rumoured that he is due in Hong Kong to-morrow.

Mr. Koo Ying-fan (ex-Finance Minister) and Mr. Tang Chak-yu (member of the Central Supervisory Committee), states the "Canton Gazette," are believed to be waiting in Hong Kong for Marshal Li's return when they will probably accompany Marshal Li

## ELEVENTH HUSSARS.

### Bid Farewell To Their Horses.

#### PICTURESQUE SIGHT.

#### Cavalry Regiment Transformed Into Armoured-Car Unit.

#### London, Yesterday.

The Eleventh Hussars bade farewell to their horses at parade at Aldershot to-day. In a few days officers and troopers are to begin training in armoured-car as a first step towards their transformation from a cavalry regiment to an armoured-car unit.

The 300 officers and troopers in their saddles made a picturesque sight to-day. Colonel Sutton, commanding officer, headed the parade. Although the regiment, whose record dates back to 1750 is sadly disappointed at the change, all ranks are intent on building up a new tradition. They retain the title of "Eleventh Hussars."—British Wireless Service.

## "GILT-EDGED."

### BRITISH STOCK ATTRACTING AMERICAN INVESTORS.

#### "FUNDINGS" BOOSTED.

#### London, To-day.

British "gilt-edged" are now coming within the orbit of the American stock-buying craze following the recent listing on the New York Stock Exchange of the two premier Government stocks, namely, the Five Per Cent. War Loan and the Four Per Cent. Funding Loan.

Both have risen rapidly in London, particularly the fundings, which stood at 88½ a fortnight ago and to-day reached 93, largely owing to the influence of American buying.—Reuter.

## PRINCESS MARY.

### ARRIVES IN JERUSALEM WITH HER HUSBAND.

#### CORDIAL RECEPTION.

#### London, Yesterday.

Princess Mary and Viscount Lascelles arrived at Jerusalem by special train to-day. They were met at the station by Lord Plumer, the British High Commissioner, and the heads of Government departments. They had an enthusiastic reception, crowds lining the route from the station to Government House, where girl guides formed a guard of honour. There will be an official reception at Government House to-night.—British Wireless Service.

## STANLEY WEYMAN.

### VETERAN NOVELIST PASSES AWAY.

#### PROLIFIC WRITER.

#### London, April 11.

The death is announced of Mr. Stanley Weyman.—Reuter.

[Mr. Stanley John Weyman was a generation ago one of the most popular of English novelists. He was born in 1855, educated at Shrewsbury and Christ Church, Oxford, where he took a 2nd class in the history honours school. Later, he was called to the bar. In 1890, when he was 35, Mr. Weyman published his first novel, "The House of the Wolfes," which was followed, at regular intervals of about a year, by the series of exciting, romantic and ably told stories of which "A Gentleman of France," "Under the Red Robe," "The Red Cockade," "Chippings," and "Count Hannibal" are the most popular. The last named was dramatised and made a splendid costume play.]

## LATE JUDGE GARY.

### SALARY AS CHAIRMAN OF U.S. STEEL CORPN.

#### New York, Yesterday.

It is learned for the first time that the salary of the late Judge Gary, Chairman of the United States Steel Corporation, was \$225,000 per annum plus an annual bonus of \$175,000.—Reuter.

## RUBBER.

### Mr. Ormsby Gore In The Straits.

#### ADVICE TO PLANTERS.

#### British Cabinet And The "Cut": No Influence From U.S.A.

Singapore, Yesterday.  
Speaking at Ipoh, Mr. Ormsby Gore, Dominions Under Secretary, said that the inception of the enquiry into the rubber restriction was due to the great advance made in the use of reclaimed rubber, and increased planting outside the restriction area.

He referred to the possibility of growers organising a selling pool, and urged British producers to concentrate on obtaining a higher yielding strain of trees.

He urged planters to do their utmost to retain labour, notwithstanding the unfavourable outlook for the next twelve months. Mr. Ormsby Gore admitted that the raising of the pivotal price of rubber was a mistake.

#### Spot Rubber Price.

London, Yesterday.  
Spot rubber on London market fell further one-eighth of a penny to 3¼d.—British Wireless Service.

#### What the Cabinet Did.

Mr. Ormsby Gore emphasised that America had not entered into the thoughts of the Cabinet when they were considering the question of enquiry. The Cabinet were told that a still further "cut" in exports was necessary to arrive at a new pivotal price. Even Malaya accepted the "cut," but he was not sure that Ceylon would agree.

Mr. Ormsby Gore said he was aware of the advantages of some form of protection which would give the producer a fair show against the consumer. Consequently they gave prior consideration to the producer's case.

Mr. Ormsby Gore thought that unless the main producing interests outside Malaya were prepared to come in and unless Ceylon and Malaya were prepared to work together the Government would not take any further interest in the matter but would leave the industry to fight its own battles. "Some of the weaker concerns would go under, but Malaya had an advantage. He contended that with her labour, skilled management, good traditions and good Government she would be in position to fight the world as a producer. He was convinced the low prices would bring new uses for rubber, but he expected that conditions would be unsettled for the matter of a year and thereafter that prices would tend to stabilise. Growers would be ill-advised to discharge labour, get depressed and "throw up the sponge."—Reuter.

#### Optimistic Comment.

London, To-day.  
The "Financial Times," in an editorial, says the rubber share market has withstood the abolition restrictions with exemplary fortitude and hopes that shareholders will resolutely resist any insidious attempt by prophets of evil to frighten them into wholesale realisations, one of the calamitous results of which would be the inevitable passing of control of rubber-producing from British into alien hands. The commodity for which there is a constantly growing demand cannot indefinitely remain on a depressed market.—Reuter.

## BANKERS' CONFER.

### TECHNICAL CONFERENCE IN PARIS.

#### UNDER LEAGUE AUSPICES.

#### Paris, To-day.

International co-operation in finance and banking is the object of a technical conference, opened here under the auspices of the League of Nations and attended by representatives of 24 national banks, including America. The proceedings will be private.—Reuter.

## BIG SUGAR BLAZE.

#### \$1,000,000 WORTH DESTROYED.

#### AN AMERICAN LOSS.

Havana, To-day.  
Over \$1,000,000 worth of sugar has been destroyed by a fire in an American-owned warehouse at Holguin, Cuba.—British Wireless Service.











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SHINYO MARU .....Tuesday, 1st May.

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SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

AKI MARU .....Wednesday, 25th April.

BOMBAY via Singapore, Penang, &amp; Colombo.

HAKODATE MARU .....Tuesday, 17th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico &amp; Panama.

BOKUYO MARU .....Thursday, 19th April.

SOUTH AMERICA (East Coast) via Singapore, Cape Town &amp; Ports.

HAKATA MARU .....Thursday, 10th May.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU .....Sunday, 15th April.

LIVERPOOL via Singapore, Colombo, Port Said &amp; Ports.

LIMA MARU .....Saturday, 14th April.

CALCUTTA via Singapore, Penang &amp; Rangoon.

MALACCA MARU .....Friday, 20th April.

NAGASAKI, KOBE &amp; YOKOHAMA.

MISHIMA MARU .....Friday, 20th April.

SHANGHAI, KOBE &amp; YOKOHAMA.

HAKUSAN MARU .....Monday, 16th April.

TSUSHIMA MARU .....Friday, 20th April.

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SECTION.

## 1ST QUARTER.

1927 & 1928 PASSENGER  
STATISTICS.The following figures are of  
Hong Kong passenger traffic dur-  
ing the first quarter of 1927 and of  
this year, 1928.Of a total of 4,090,419 arrivals  
of persons in the Colony in the first  
quarter of last year, British ves-  
sels, both river and ocean, carried  
2,051,161. Out of a total of 4,308-  
826 arrivals in Jan. to March, 1928,  
British steamers carried 2,173,918.  
In the departure list, 4,107,090  
persons left the Colony in the first  
quarter of 1927, of which number  
British vessels carried 2,076,402.  
This year's report for the first  
quarter shows 4,339,836 departure,  
of which 2,204,394 were on British  
vessels.It will be noticed that both in  
the arrivals and departures, this  
year's figures are greater.

## MOTOR BOATS.

MANUFACTURER PREDICTS  
1928 ACTIVITY.Jay W. Smith, President of Chris  
Smith & Sons Boat Company, Al-  
gonac, Michigan, predicted for  
1928 a year of unprecedented activ-  
ity in motor boat manufacture.As managing head of a company  
recognised as the world's largest  
builders of all-mahogany runabouts,  
Mr. Smith's predictions are worthy  
of special consideration."The rapidly increasing interest  
which is being evidenced in motor  
boating," he says, "is something for  
which we boat builders have been  
waiting for years—just as our pre-  
decessors, the automobile manufac-  
turers, waited for the public to ac-  
cept the motor car in large volume.""The acceptance and enthusiasm  
manifested to-day toward motor  
boating is positive indication that  
the public is becoming boat-minded  
—in other words, appreciative of  
the transportation, recreation and  
diversion which motor boats pro-  
vide.""Just when so many people felt  
that they had exhausted every form  
of recreation and sport, such as  
golf, motoring, tennis, horseback  
riding, etc., along comes boating,  
opening up untold new avenues of  
pleasurable and healthful recrea-  
tion.""We, at our factory in Algonac,  
have for years watched and waited  
for this widespread acceptance  
of boating. Not only have we  
watched for it, but we have pre-  
pared for it in plant improvements,  
designed to reduce our manufactur-  
ing costs so as to bring boating  
within the reach of thousands, yes,  
millions of incomes throughout the  
country.""For 1928 we have set up a manu-  
facturing schedule almost treble  
our schedule for 1927. We have  
adopted the manufacturing methods  
of the leading automobile plants,  
in order that our production may  
go through our plant in accordance  
with what is termed the straight-  
line method."

"The Philippine grown maho-

## UNDERWRITERS.

GLASGOW ASSOCIATION'S  
ANNUAL MEETING.The annual general meeting of  
the Association of Underwriters  
and Insurance Brokers in Glasgow  
was held in mail week, Mr. R. G.  
Service, chairman of the associa-  
tion presiding.The Chairman, in moving the  
adoption of accounts and financial  
statement, said they were facing a  
new year now, and he believed  
with the expectancy of a revival.  
In their minds they certainly saw  
some slight improvement in hull  
insurance premiums, but the ad-  
vance could not give underwriters  
much more than a hope that the re-  
sults would be better than they had  
been for some time. The number  
of fires, collisions, including strik-  
ing dock walls, &c., and continued  
pilferage had not brightened the  
underwriters' outlook, and one  
could not fail to see that even with  
all the advance of improvements  
for safety at sea, underwriters had  
cause for anxiety.He specially felt that the danger  
of collision in their confined waters  
as well as at sea was one of their  
most serious risks, for it could not  
be helped by any of the appliances  
brought into use for safety pur-  
poses. Vessels with all cargoes in  
confined waters were also the cause  
for apprehension. They had no  
doubt noticed from the annual re-  
ports of kindred associations no-  
thing of any great moment had  
been referred to at any of these  
meetings. The topic of reinsur-  
ance was considered at one such  
meeting, but, personally, he was in-  
clined to think that the point to be  
dwelt on under this heading was  
more the ungenerous grasping of  
some large underwriters in taking  
lines which they had no intention  
of retaining at their own risk.The committee's report was  
adopted.The local committee are of  
opinion that still further advan-  
tage could be taken by those in-  
terested in shipping of the services  
which the association are in a po-  
sition to render.At a meeting of the Committee of  
Management held after the annual  
meeting, Mr. R. G. Service was re-  
elected chairman of the associa-  
tion for the ensuing year.

## THE CANTON FLEET.

The Canton river gunboat "Wu  
Feng," stationed at Whampoa, is  
to be towed to Hong Kong by the  
gunboat "Hai Ju" for repairs to  
her machinery, says the "Canton  
Gazette." Other units recently  
overhauled are now in service, in-  
cluding the "Fei Ying" at Swatow  
on special service.gany, from which all of our boats  
are made, is received at one end of  
our plant and delivered complete  
at the other end as a finished  
Chris-Craft Runabout.

## ON SAIGON RUN.

RECENT ACQUISITION OF WO  
FAT SHING.

THE S.S. "LYEMOON."

The Wo Fat Shing Co. held a re-  
ception yesterday on board their  
recently acquired s.s. "Lyemoon,"  
which is to be used on their Sa-  
gon run. The ship was formerly the  
s.s. "Gordon," belonging to the  
Ocean S.S. Company.Among those present on board  
were Sir Shou-son Chow, Hon. Dr.  
Kotewall, Messrs. Lee Yuen, Fung  
Ping-shan, Wong Yuen-tong, P. K.  
Kwok, Li Tse-fong, Comdr. J. B.  
Newill, D.S.O., R.N. (Harbour Mas-  
ter) and Government Marine Sur-  
veyors, Messrs. Garland and  
Hunter, Representatives of the  
owners, Harbour Office officials,  
Mr. Lyle and Mr. Nelson of Talkoo  
Dock, Mr. J. Taylor of the Light  
Service, the masters of s.s. "Pro-  
minent" and "Prosper," on charter  
to the Wo Fat Shing, and other  
members of shipping companies in-  
terested in the inauguration of  
trade movements and the develop-  
ment of existing services, also at-  
tended.The "Lyemoon" later left on a  
round-the-island trip with Capt.  
Holmes in charge, Mr. Best, Chief  
Officer, Mr. Kirkpatrick, 2nd Of-  
ficer, and Mr. Andrews, Chief En-  
gineer.

## A New Arrival.

The Norwegian motor vessel  
"Toledo," owned by W. Wilhelmson  
& Co., for whom Messrs. Dodwell  
and Co. are local agents, paid its  
first visit to Hong Kong yesterday.The "Toledo" was built in 1926  
by the Odense Staalskibs for the  
present owners and is registered  
at Tonsberg. She is a steel screw  
motor vessel of 4,621 gross and  
2,830 nett, her dimensions being:  
Length 376.2 feet, beam 25.5 feet  
and moulded depth 27.1 feet. Her  
engines were installed by Burmeister  
and Wain, of Copenhagen, and are  
six cycle, developing an N.H.P.  
of 493.Arriving from New York and  
Shanghai, the "Toledo" is com-  
manded by Captain S. Aarvig and  
carried a crew of 31 Europeans.Dan Davidson, mate of the drift-  
er "Exchequer," died while writing  
to his wife aboard ship on Lough  
Swilly.Mr. William Baird, assistant  
European manager of the Cana-  
dian Pacific Railways, London, has  
been appointed steamship passen-  
ger traffic manager at Montreal.Despatched from Hull, 250 tons  
of coal have been brought to  
Kingston-on-Thames by a sailing  
coaster.AMERICAN AUSTRALIA ORIENT  
LINE.Operated for  
U. S. Shippl.-g Board  
By SWAYNE & HOYT, INC.  
FOR SAN FRANCISCO & LOS  
ANGELES.

S.S. "WEST CAJOOT" .....Apr. 18

S.S. "MONTAGUE" .....Apr. 29

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AUSTRALIA ..... SINGAPORE/AUSTRALIA ..... AUSTRAL-EST INDIES LINE

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S.S. "CITY OF EASTBOURNE" .....via Suez Canal .....18th May.

S.S. "CITY OF NEWCASTLE" .....via Suez Canal .....15th June

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Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay  
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EMPEROR OF CANADA	Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 6
EMPEROR OF RUSSIA	May 9	May 12	May 15	May 18	May 17
EMPEROR OF ASIA	May 30	June 2	June 5	June 8	June 17
EMPEROR OF CANADA	June 13	June 16	June 19	June 21	June 30
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

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Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Apr. 27	Apr. 29	EMPEROR OF RUSSIA	May 5
May 15	May 17	EMPEROR OF ASIA	May 28

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LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Via Singapore.

Colombo, Suez and Port Said.

AMUR MARU .....Friday, 11th May.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES—Via Saigon, Singapore.

Colombo, Durban &amp; Cape Town.

LAPLATA MARU .....Friday, 27th April.

SANTOS MARU .....Friday, 25th May.

BOMBAY—Via Singapore and Colombo.

BORNEO MARU (Calls at Penang) Thursday, 19th April.

HONOLULU MARU .....Friday, 4th May.

SUMATRA MARU (Calls at Penang) Saturday, 19th May.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOMBASA—Via Singapore and Colombo.

MEXICO MARU .....Thursday, 3rd May.

CALCUTTA—Via Singapore, Penang and Rangoon.

SEATTLE MARU .....Friday, 27th April.

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER Via Japan Ports.

LONDON MARU (from Shanghai) Monday, 30th April.

ALABAMA MARU (from Shanghai) Thursday, 10th May.

HAIPHONG—Via HOIHOW &amp; PAKHOL.

MENADO MARU .....Tuesday, 18th April.

NEW YORK—Via Japan ports, San Francisco &amp; Panama.

HAGUE MARU .....Thursday, 28th April.

JAPAN PORTS

SHINNOH MARU .....Friday, 18th April.

ANDES MARU .....Tuesday, 17th April.

KEMUNING Via SWATOW &amp; AMOY.

KISHU MARU .....Sunday, 15th April 10 a.m.

HOZAN MARU .....Sunday, 22nd April 11 a.m.

TAKAO—Via SWATOW &amp; AMOY

DELI MARU .....Thursday, 19th April 10 a.m.

TAKAO &amp; KEELUNG

BATAVIA MARU .....Monday, 30th April.

CANTON

For further particulars please apply to:-OSAKA SHOSHEN KAISHA.

Tel. Central No. 4688, 4689, 4690.

M. TAKEUCHI, Manager.

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PENINSULAR & ORIENTAL FORTNIGHTLY  
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(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
MONGOLIA	16,504	14th Apr.	Marseilles & London
KASHGAR	5,283	21st Apr.	Marseilles & London.
KASHGAR	5,283	21st Apr.	Marseilles & London.
KASHGAR	5,283	21st Apr.	Marseilles & London.
KASHGAR	5,283	21st Apr.	Marseilles & London.
KASHGAR	5,283	21st Apr.	Marseilles & London.
KASHGAR	5,283	21st Apr.	Marseilles & London.
KASHGAR	5,283	21st Apr.	Marseilles & London.
KASHGAR	5,283	21st Apr.	Marseilles & London.
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B. I. Apcar Line steamers have excellent accommodation for 1st  
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ST. ALBANS	4,500	29th June	
ARAFURA	6,000	3rd Aug.	

Regular monthly sailings from Hongkong to Japan and Hongkong to  
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The E. & A. S. S. Co., Ltd., steamers will also call at Shanghai, Hanoi, Cebu,  
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KASHGAR	9,005	14th Apr.	S'hai, Moji, Kobe & Yokohama.
KASHGAR	9,005	14th Apr.	S'hai, Moji, Kobe & Yokohama.
KASHGAR	9,005	14th Apr.	S'hai, Moji, Kobe & Yokohama.
KASHGAR	9,005	14th Apr.	S'hai, Moji, Kobe & Yokohama.
KASHGAR	9,005	14th Apr.	S'hai, Moji, Kobe & Yokohama.
KASHGAR	9,005	14th Apr.	S'hai, Moji, Kobe & Yokohama.
KASHGAR	9,005	14th Apr.	S'hai, Moji, Kobe & Yokohama.
KASHGAR	9,005	14th Apr.	S'hai, Moji, Kobe & Yokohama.
KASHGAR	9,005	14th Apr.	S'hai, Moji, Kobe & Yokohama.
KASHGAR	9,005	14th Apr.	S'hai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

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## 34-KNOT LINERS.

OFFERED TO SHIPPING  
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## 4-DAY ATLANTIC-CROSSING.

New York.—The advantages as well as the limitations of burning pulverised coal aboard ship were dwelt upon by Carl J. Jefferson, head of the Shipping Board's fuel conservation committee, in an address to several hundred shipping men at the second annual Old Timers' dinner of marine engineers.

Mr. Jefferson was in charge of the installation of pulverising equipment on the Shipping Board freighter "Mercer" which is now bound home on her second voyage to Rotterdam since her conversion.

"At present," said Mr. Jefferson, "plans and specifications are being drawn up by the government for installation of pulverised coal on six freighters. It is possible, with slight modifications to the main drive of two of the vessels selected, to secure somewhat greater speed, providing the boiler plant can generate the extra steam required by the higher horsepower."

Our experience with the "Mercer" has shown that this higher steam demand can be taken care of by use of pulverised fuel.

Makes Speed at Less Cost.

At another place in his address Mr. Jefferson stated that the "Mercer" is operating regularly on two boilers at the same speed as that of her sister ships using three boilers, oil fired or hand coal fired.

In spite of the advantages to be derived from burning pulverised coal under a boiler when employed in certain services, on other routes oil fired or Diesel engines ships are more economical, said Mr. Jefferson.

"The trade route in which a vessel operates," he continued, "has a very definite bearing as to whether or not pulverised fuel is the more desirable. For example, a vessel operating between New York and South American ports is not a desirable candidate for pulverised fuel, as coal available in South American ports is either of such inferior grade or else costs so much that it becomes necessary to bunk for the round trip in the States, which results in making a considerable cut in the cargo-carrying capacity of the vessel. For such a trade, either oil burners or Diesel are much better suited."

"In such cases as where cheap oil can be purchased while en route, such as the voyage to Australia and the Far East by way of the Panama Canal, it is probably more satisfactory at present to use the Diesel or oil fired job."

"The North Atlantic trade, where bunkering even for the round voyage does not interfere greatly with cargo-carrying capacities, is admirably fitted for pulverised fuel, and in this trade it has a distinct advantage over either oil-fired or Diesel-driven cargo vessel. The same applies to Atlantic coastal and Great Lakes trade routes to even a greater degree."

Mr. Jefferson remarked, however, that "we all know what will happen if this legislation does not become an actuality—there just won't be any 'off-shore' American merchant marine, and the question as to the type of power to use on American 'off-shore' vessels will cease to exist."

Promises Four-day Crossing.

Four other speakers were on the evening's programme. They included Ernest H. Rigg, naval architect, who has played a leading part in drawing up plans for the proposed four-day liners; William T. Hayes, assistant operating manager of the Merchant Fleet Corporation; O. W. Treiber, president of the Treiber Diesel Engine Company; and George A. Hopkins, counsel of the Ocean Association of Marine Engineers.

In his speech, Mr. Rigg touched mainly on the feasibility of a speed of thirty-four knots in a passenger vessel.

"We have been working quietly for some eight months on these proposals," he said, "lately not so quietly, perhaps, and the design is now far enough along to have been submitted to the Shipping Board for consideration, where it now is. It has long been debated as to whether five days was the possible low limit for a north Atlantic crossing. We feel that with more modern, economical machinery, using less fuel than formerly, ships can be built and operated that will make the four-day sea crossing practicable."

"We can get well over 100,000 s.h.p. for the same fuel consumption that the Leviathan and Mauretania use for 70,000."

Mr. Hayes advocated special training for the personnel of both the deck and engine room aboard ship as a means of making the nation's merchant marines more efficient. He added that some special training would not be amiss for shore organisations, too.

The recent strike at Australian ports cost shipowners between \$150,000 and \$200,000, the strikers losing about the same amount in each trip, exclusive of the cost

## DRYDOCKING AT N. Y.

THE NEED FOR GREATER  
FACILITIES.

## STATE AID SUGGESTED.

In the opinion of the experts who appeared at a meeting of the Port of New York Authority the construction and operation of a drydock of sufficient size to accommodate the largest vessels entering the port of New York and others of still larger size which are likely to be built by several of the large Trans-Atlantic steamship companies is not feasible from a commercial point of view without aid from the State or Federal Governments or from the companies operating the large ships.

The call for the meeting was issued in response to a request from the New Jersey Legislature asking the Port Authority to inquire if such a drydock were necessary. There was no division of opinion at the hearing as to the need for a drydock capable of handling vessels of 1,000 ft. or more in length or as to the value of such an addition to the facilities of the port. The only question raised by drydock operators and others who replied to the questionnaire sent out by the Port Authority was in regard to the manner of financing the project and whether, if subsidised, it would be operated in competition with privately owned docks of smaller size.

Cannot be Drydocked.

A statement submitted by Mr. Henry C. Hunter, counsel for the New York and New Jersey Drydock Association, pointed out that of 31 large vessels entering and clearing from the port of New York at present there were 12 under foreign flags and three under the U.S. flag which could be drydocked in that port. The association, it was stated, would view with apprehension the construction of a dock of the size proposed if it were to be built with public funds and put in competition with privately-owned dock.

Drydock rates in New York for the handling of large vessels, Mr. Hunter said, are much lower than in any other domestic port. This, he said, is due to the intensive competition resulting from the excessive number of drydocks in operation, due to the building of extra ship repair plants during the war.

The statement of the association showed that there are 31 floating drydocks and two graving drydocks in the port. Twenty-four of the floating docks can accommodate vessels of from 3,000 to 10,000 gross tons, seven can accommodate vessels of from 10,000 to 27,500 gross tons. Foreign vessels, it was pointed out, ordinarily use the dry docks of the port only for emergency repairs, other repairs being made in their home ports where capital costs of ship repair yards, wages and prices of materials are lower than here.

A duty of 50 per cent. of costs of materials and expenses of repairs made on U.S. vessels in foreign ports is provided by the Tariff Act, the statement added, emergency repairs alone being exempt from this duty. On account of the difference in costs of repairs, it was added, it cannot be predicted with any degree of certainty how much use foreign vessels would make of a large drydock in New York.

Mr. William H. Todd, president of the Todd Shipyards Corporation, said he believed a large dock is needed at New York to take care of big ships, but if it is to be operated by the State it will be likely to hurt the port of New York. Private owners, he said, could not afford to keep existing docks up to their present efficiency in the face of State competition. His own company, he said, is planning extensions of its facilities which will provide a dock large enough to accommodate all but seven of the large vessels now entering the port of New York.

A dock of 1,000, or 1,200 feet in length, Mr. Todd said, could hardly be operated without aid from the State or from private shipowners, because there would not be enough work for it.

Private Operation.

In response to questions by Mr. Julius Henry Cohen, counsel for the Port Authority, Mr. Todd said he would favour construction of the proposed dock by the Port Authority if the cost of construction could be reduced in this way, with the proviso that it be let out to a private concern for operation. Such a facility he said would be of great benefit to the port, even if subsidised by the State, provided it would not be operated in competition with existing dry docks, leaving the latter to handle the vessels for which they have adequate handling capacity.

Mr. William Perrot, marine superintendent of the United States Lines, presented a statement showing that the Leviathan, George Washington, and America of the United States Lines fleet are forced to go to Navy dry docks at other ports. Shifting the Leviathan to Boston, he said, involves an expense of 16,000 dollars for each trip, exclusive of the cost

of repairs. Since February, 1924, direct and indirect charges for repairing this vessel had amounted to 1,374,411 dol. This amount, he said, could have been expended at New York if a drydock large enough had been available.

The Leviathan, he said, loses a week in going to Boston for repairs which can be completed in two days, and the loss of income involved is about 65,000 dol. at the height of the season. The vessel, he said, draws about 37 ft. 4 ins. going into dock.

Captain Roger Williams, operating manager of the International Mercantile Marine Co., said he thought the Hudson River would be the best location for a large dock from the standpoint of convenience.

M. Pierre de Malglaive, resident director of the French Line said the Ile de France and Paris of his line are too large for the local dry docks. They are usually docked at Havre. Because of lower costs of repairs, M. de Malglaive said he believed his own, and other companies would have their ship repair work done abroad, even though they found it advisable to contribute to the maintenance of a large drydock at New York for emergency use.

Captain W. D. Griffiths, district director of the Shipping Board, said the facilities of the port of New York are woefully deficient, without facilities for dry docking large ships, but agreed that such a project must be publicly financed. "I believe it would be well worth while to approach the foreign lines and ask their aid in guaranteeing support for such a dock, because I believe they could get some reduction of insurance rates through it. I believe the North River would be the best location. A floating dock would be preferable in my opinion, because it would be moved from one location to another in emergency."

MOVEMENT OF STEAMERS.

The M.V. "Toledo" (D. & Co.) sailed from New York on Feb. 13 and is due here to-day.

The P. & O. s.s. "Mongolia" left Shanghai for this port on April 10, at 4 p.m., with mails, and is due here to-morrow, at about 6 a.m.

The P. & O. s.s. "Kashgar" left Singapore for this port on April 10 at 6 a.m. with the outward English Mails, and is due here to-morrow at about 3 p.m.

The C.P.S. R.M.S. "Empress of Canada" (from Manila) is due here at 6 a.m. on April 16, and will berth at Pier No. 5, Kowloon Wharf.

The C.P.S. R.M.S. "Empress of Canada" (Capt. S. Robinson, C.B.E., R.N.R.) will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama on March 18 at Noon.

The Ben Line s.s. "Benmachedul" from Middlesbrough, Antwerp, London and Straits is due to arrive here on March 13.

The C.P.R. R.M.S. "Empress of Asia" from Hong Kong on March 28, left Yokohama on April, and is due at Vancouver on April 15.

The M.V. "Remo" (D. & Co.) sailed from Aden on March 26 and is due here on April 26.

The M.V. "Toronto" (D. & Co.) sailed from New York on March 17, and is due in Manila on April 30.

The s.s. "Kendal Castle" (D. & Co.) sailed from New York on March 6, and is due here on May 7.

CONSIGNEES' NOTICE.

Consignees of Cargo ex "Afrika" are reminded to take delivery of their goods which will be subject to rent after April 13.



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Pres. Cleveland ..... June 5th Pres. Lincoln ..... May 30th

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Pres. Wilson ..... May 20th 6 a.m. Pres. Polk ..... July 1st 8 a.m.

To Manila  
Pres. Jackson ..... Apr. 16th 6 p.m. Pres. McKinley ..... Apr. 30th 6 p.m.  
Pres. Harrison ..... Apr. 22nd 6 a.m. Pres. Monroe ..... May 6th 8 a.m.  
Pres. Taft ..... Apr. 24th 6 p.m. Pres. Jefferson ..... May 8th 6 p.m.

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Estimates furnished on application.

Hong Kong, April 1, 1924.

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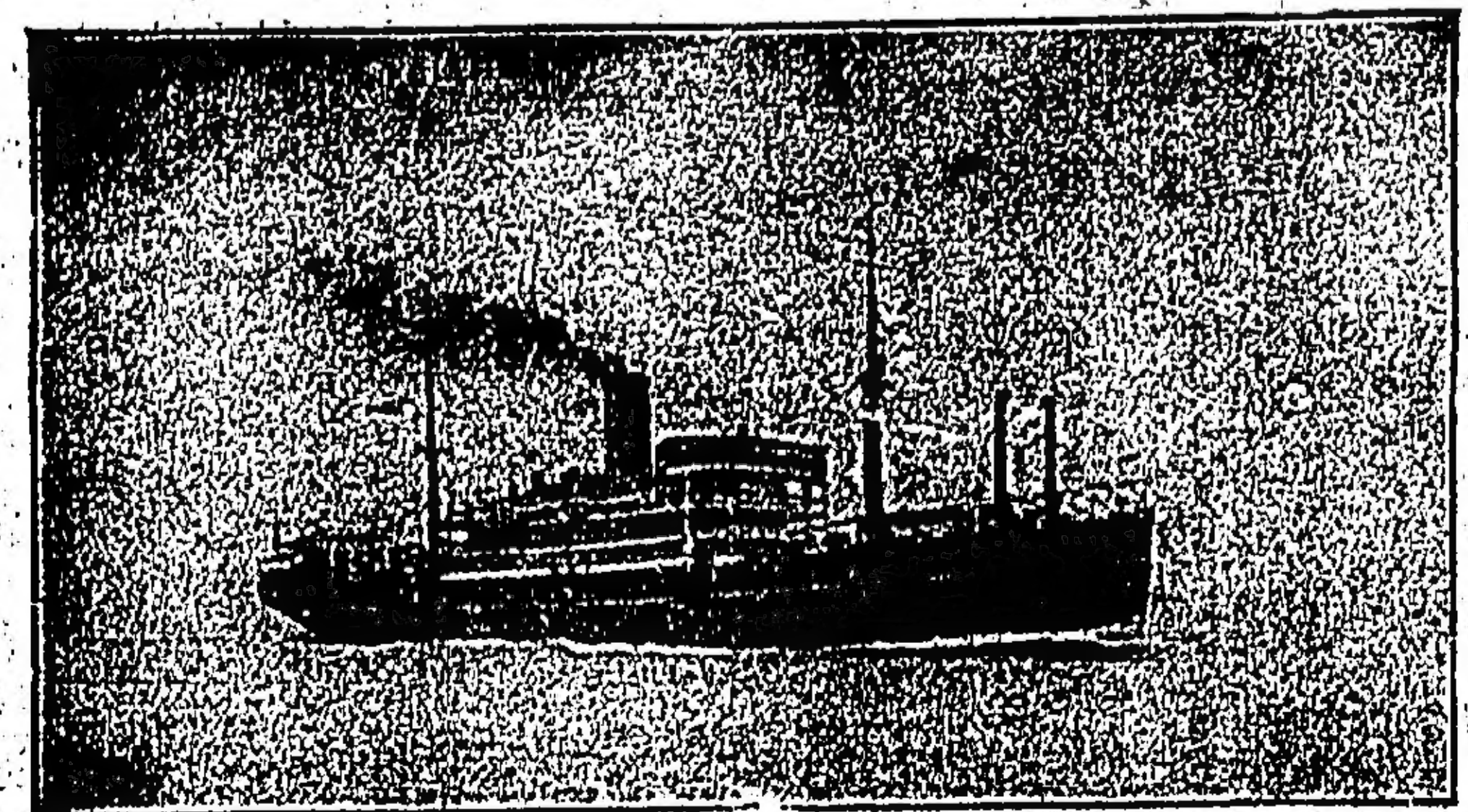
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Published by  
**The Newspaper Enterprise, Ltd.**  
Printers & Publishers  
No. 3A, WYNDHAM STREET,  
HONG KONG.

Telephones Central 22 & 4641.  
Cable Address:—Mail, Hongkong.

All communications should be  
addressed to the Newspaper Enter-  
prise, Ltd., to whom all remittances  
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### BIRTH.

**HARRIMAN.**—At Ilford, Essex, on  
April 10, 1928, to Mr. and  
Mrs. G. A. Harriman, a son  
(Paul).

Hong Kong, Thursday, April 12, 1928.

### THE UNSETTLED YANGTZE.

Indications are daily increasing that all is by no means well in the regions of the Upper Reaches of the Yangtze. First, we had boycott threats made against those Chinese who continued to trade with foreigners, particularly with the British who were more tenacious than others in their determination to resist such intolerable demands as those of General Yang Sen, who sought to commandeer British merchant vessels on the river for military purposes despite the fact that we insisted upon remaining entirely neutral. This boycott threat was brought forth, characteristically enough, in the name of the "martyrs of Wankisien"—the said "martyrs" being those unfortunate and misguided Chinese soldiers who had the temerity to attack members of the British Navy engaged upon perfectly peaceful duties. Likewise, the threat was merely one more of the many pretexts emanating from General Yang Sen in his eager desire to obtain money for his never-ending military projects. This Yangtze potentate is once again turning his attention to the unfortunate foreigner, having apparently exhausted the coffers of the merchants of Ichang and other cities of the Upper Reaches. This was the first step, or at least one of the most offensive steps, indicating

again being manifested towards foreigners in that unhappy no-man's tract of territory that is ruled, or rather misruled, by General Yang to the west of Ichang, as far as Chungking in distant Szechuan.

Not so many years ago foreigners plied their commerce from the mouth of the Yangtze, including of course Shanghai, in every open port on both banks of the river, as far as the mighty Yangtze was navigable, fully 2,000 miles from its estuary—and plied it with the complete concurrence of Chinese traders and to the mutual benefit of Chinese and foreigners. The military madness of the past few years has brought about a deplorable transformation.

The second indication of further antagonism towards foreigners on the Upper Reaches is furnished by the news printed in yesterday's "China Mail" to the effect that British craft have again been fired at by Chinese soldiers on the Middle Yangtze, some twenty-five miles north of Hankow, and forced to turn back. A British Naval Wireless message states that our Consul-General at Hankow will request the Nationalist Garrison Commander at Hankow to accord British craft safe passage in future. Unfortunately, in such a matter General Yang is out-with the jurisdiction of the Nationalists as he is still continuing to sit on the fence. In the event of further agitation at the hands of General Yang Sen's troops, it is to be hoped that he will have it speedily communicated to him that on the present occasion, as on an occasion well within his recollection, British naval vessels will have no alternative than to escort British merchant vessels and retaliate against any dastardly attacks that may arise. Particularly at the present time when signs of peace were quite recently beginning to be manifested generally, the British will be very reluctant to resort to such action; but the matter is very largely in the hands of General Yang.

**Exposure of Abuses.**  
The correspondence which has taken place in the columns of a contemporary as to the desirability of including in the Diocesan Library a copy of Miss Mayo's "Mother India" is not without interest apart from the direct question involved. It is true that India being a sub-continent of two million square miles with a population of three hundred and twenty millions composed of varying races, languages and religions, three months' even intensive study of conditions

knowledge of its people. It has been, rightly said of China and can be equally said of India that after three months you may think you know everything but after thirty years you begin to despair of ever knowing anything at all. Miss Mayo then can hardly be said to be an expert on all phases of life amongst the peoples of India. Her book, for instance, is not a complete picture in that it leaves out reference to the brighter aspects of Hinduism such as home life contentment, mutual attachment and community of income and interests in the Hindu joint-family, and throws the searchlight of publicity on child-marrriages and other—to European minds—dark aspects of Indian life. The object of the writer appears to be not to paint Hinduism as a whole but to expose the abuses which require early remedy if the Hindus are to take the place they aspire to in the British Empire and in the eyes of the civilised world and it is significant that since its publication a measure has been before the Assembly for the raising of the age of marriage.

### LOCAL REQUESTS.

#### HOSPITALS AND EDUCATION BENEFIT.

A \$448,700 ESTATE.

Sums amounting to \$50,000 are left to charities in the will of Tsoi Kung-po, alias Tsoi Wing-kin, a retired merchant, who died at 10 Arbuthnot-road, Hong Kong, on December 30 last.

The total value of deceased's property in Hong Kong amounts to \$448,700.

Probate has been granted to Mr. C. Bernard Brown, sole partner of Messrs. Linstead and Davis, the executor.

Deceased leaves various leasehold premises, shares in the Hong Kong and Shanghai Banking Corporation and other concerns to various members of his family, provides for \$10,000 to be expended on his funeral and grave and makes the following bequests:—\$10,000 to the Director of Education of Hong Kong for free scholarships as he in his absolute discretion should think fit.

\$10,000 to the Tung Wah Hospital.

\$10,000 to the Kwong Wah Hospital.

\$5,000 (shares) to the Fong Pin Hospital of Canton.

\$5,000 to the Kong Woo Hospital of Macao.

\$10,000 to the Tung Shin Tong of Macao.

#### Another Probate.

Local estate amounting to \$7,200 was left by Ko Wan-kam, late of Swatow, probate of whose will has been granted to Yeung Nui-hing, his concubine.

#### DESTITUTE.

**TWO MEN BEFORE THE MAGISTRATE TO-DAY.**

SENT TO THE "HOUSE."

At the Central Magistracy this morning, Major C. Willson had before him a man named Arto Zanetti, described as a British subject, who was stated to be without any visible means of subsistence.

Sub-Inspector Elston, who had charge of the case, told the Court that Zanetti who stated that he had arrived in Hong Kong from Shanghai on a "President" boat, claimed to have lived a long time in Australia, but his passport did not agree with statements he made as to his movements. A remand was asked for to enable the police to make enquiries about the defendant.

Zanetti was committed to the House of Detention.

Another destitute who was produced in Court was a British Indian named T. N. Sahab.

Sub-Inspector Elston said that Sahab was a well-educated man, and was a member of a well-known family in India. He had been stranded in Valparaiso before coming to Hong Kong. The local Government was going to assist the Indian Government to repatriate Sahab, but in the meantime there was no place in the central Police Station where he could be accommodated. The police therefore applied for the man to be committed to the House of Detention.

The Magistrate made the necessary committal order.

#### CHINA SUGAR MEETING.

The ordinary annual meeting of the China Sugar Refining Co., Ltd., will take place at the offices of the General Agents, Messrs. Jardine, Matheson & Co., Ltd.,

### JAPANESE VISITORS.

#### RECEPTION AT HONG KONG HOTEL.

#### DISTINGUISHED GATHERING.

The reception to Admiral Kanji Kato and his officers given by the Hong Kong Japanese community at the Hong Kong Hotel roof garden yesterday was attended by some four hundred guests representative of all sections of the community.

During the course of the afternoon selections were rendered by Art Smith's orchestra and Japanese dances were given by Japanese girls on a specially erected stage which was prettily decorated with flowers, cherry blossoms and coloured lanterns.

The guests were representative of British warships, military units, Japanese, European, Chinese, Portuguese and other business houses and Associations. They were received by Mr. Y. Murakami, Consul-General for Japan, and Mr. J. Abe, manager of the M.E.K.

#### The Guests.

Among the guests were His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.) with Captain A. J. L. Whyte, A.D.C., Admiral Sir Reginald Y. Tyrwhitt, K.C.B., D.S.O., D.C.L., Commodore J. L. Pearson, C.M.G., Major-General C. C. Luard, C.B., C.M.G., with his A.D.C., Lieut. R. Q. F. Johnston.

Naval officers included Major L. W. Braithwaite, C.M.G., Capt. G. Hopwood, C.B.E., Capt. J. D. Nares, D.S.O., Capt. J. D. Glenconner, D.S.O., Capt. M. R. J. Maxwell-Scott, D.S.O., Capt. E. L. Grievie, D.S.O., Engineer Capt. E. B. Bartlett, Engineer Capt. W. H. Mitchell, Surg. Capt. W. W. Kerr, C.M.C., Commander B. F. Mahon, Commander C. H. Phillips, Commander F. N. Miles, O.B.E., Commander E. W. W. Ling, Commander W. B. Mage, D.S.O., Commander P. R. P. Percival, D.S.O., Commander G. C. Muirhead Gould, D.S.C., Commander J. N. Pelly, Commander C. M. R. Schwerdt, Commander G. C. Cooke, Commander R. Ramsbotham, Commander J. Figgins, Paymaster Commander H. Rogers, O.B.E., Lieut. Commander C. Caslon, Lieut. Commander R. G. Chichester, Lieut. Commander D. N. C. Tuffnell, D.S.C., Lieut. J. A. S. Eccles, Wing Commander R. L. Huskisson, D.S.C. (H.M.S. "Hermes"), Squadron Leader C. E. H. C. Macpherson (R.A.F. Base) and Paymaster Lieut. A. T. Phillips.

Military officers present included Col. R. B. Skinner, R.E., Col. Sir Victor Mackenzie, Col. F. Ivens, Lieut. Col. T. A. F. Robinson, Col. J. S. Bostock, C.B.E., Lieut. Col. P. A. Cardew, Lieut. Col. H. G. Rilev, Major Harma and Lieut. C. W. P. Richardson.

Members of the Hong Kong Volunteer Defence Corps included Lieut. Col. L. G. Bird, Major R. A. Wolfe, Murray, Capt. T. Addis, Martin, Capt. W. Brackenridge, Capt. S. J. Jorjain, Capt. K. S. Morrison, Major G. D. R. Black, Captain Sir Eric Stuart Taylor, Capt. E. P. Minett, Major H. E. Standage and Sergt. Major H. Westlake.

Other guests present included the Hon. Mr. E. R. Hallifax, C.M.G., the Hon. Sir Henry Pollock, the Hon. Sir Shou-son Chow, the Hon. Mr. H. T. Cressy, the Hon. Sir Joseph Kemp, the Hon. Mr. C. McL. Messer, the Hon. Mr. E. D. C. Wolfe, C.M.G., the Hon. Dr. R. H. Kotewall, C.M.G., the Hon. Mr. J. Owen Hughes, the Hon. Mr. R. A. C. North, Sir Henry Gollan, Sir Robert Ho Tung, Lieut. Col. F. Hayley Bell, Lieut. Col. T. A. Robinson, Mr. H. B. L. Dowbiggin, Mr. Justice Wood, the Right Rev. C. R. Duppuy and the Right Rev. Bishop Valtoria.

All the consulates were represented, and there were representatives from the Hong Kong Club, Hong Kong Jockey Club, Hong Kong Cricket Club, Victoria Recreation Club, Club Lusitano, Chinese Recreation Club, South China Athletic Association, Indian Recreation Club, Royal Hong Kong Golf Club, Baseball Association, Hong Kong General Chamber of Commerce, the local newspapers, Hospitals, Churches and the Hong Kong University.

Prior to the reception the Commander-in-Chief, Staff and Flag Officers were the guests of the Japanese Consul-General at dinner.

In the evening a dinner was given in honour of Admiral Kato and his staff officers at Government House.

**To-day's Sports Meeting.**  
Throughout the day another 3,000 warrant officers and men from the Japanese warships were taken to various places of interest in the Colony, the arrangements including the entertainment of some at a cinema performance at the Grand Theatre, Wanchai, and of 200 Chief Petty Officers and Petty Officers at the Royal Naval Canteen where British Naval ratings were the hosts.

### CHEUNGCHAU NOTES

#### INQUIRY FOR HOUSES IN SUMMER.

#### THE LAUNCH FERRIES.

Cheung Chau, Yesterday.  
The weather for the Easter recess was ideal and several visitors enjoyed their stay here. It was unfortunate that the village elders decided to send the "Kung Yik" to dock as, owing to the Ching Ming festival, the "Cheung Chau" was very crowded.

The big match for the annual theatricals at the fisherman's temple is in the process of construction.

An extra evening boat put on the run at 7 p.m. from Cheung Chau Island from the 6th to 9th for the convenience of visitors. Later on, the restoration of late ferries to and from Hong Kong is hoped for.

There has been a steady run of enquiries for houses for short periods and several places have been let for the summer months.

The gardens are beginning to look their best in their spring dress and some planting has been done.

The Rev. and Mrs. Ray arrived on the "Empress of Canada" and transhipped for Wuchow on Wednesday night. They were Cheung Chau residents before leaving for America.

The community's congratulations have been extended to Sergeant Nollett on the occasion of his wedding.—Our own correspondent.

Throughout the day many residents availed themselves of the opportunity of visiting the battle cruisers "Nagato" and "Fuso."

To-day's arrangements include a sports meeting at Sookumpoo, the arrangements for which have been made by the Japanese Young Men's Association of Hong Kong. In addition to Japanese games, exhibitions will also be given by British officers and ratings of football and hockey.

The other arrangements for to-day include a tiffin party which is being given by the Japanese Commander-in-Chief on board his flagship, H.J.J.M.S. "Nagato." A cinema performance will be given for the Japanese Officers at 5.15, and the Japanese Commander-in-Chief with his staff and Flag Officers will be entertained to dinner by the British Chamber of Commerce at the Hong Kong Hotel.

The Japanese warships "Mutsu" and "Fuso" will be open to Japanese visitors.

#### P.O.'s CONCERT.

Japanese Officer Sings "Tipperary."

Last night the Chief and Petty Officers of the China Squadron entertained 200 Petty Officers from the visiting Japanese Squadron at a smoking concert at the Royal Naval Canteen Theatre, which was lent for the occasion. The Theatre, which was well laid out and nicely decorated, provided ample space for the 400 men who attended, and looked very well indeed, the flags of the two nations being well in evidence.

The orchestral programme rendered by the band of H.M.S. "Hawkins" under the very capable baton of Mr. Howse, Bandmaster, proved to be of the very highest standard, and the various items were thoroughly applauded by all.

The variety turns included several novel items, the shadowgraph display by Messrs. Downie and Banks of H.M.S. "Herald" being quite a departure from the usual type and literally brought down the house. This show should be seen with success at many future entertainments in the Colony.

**"Turns" by Guests.**

Petty Officer Dunn of the "Hermes" was applauded in his coster turns and Chief Petty Officer Deacon and party from the "Verity" were enthusiastically received. The guests also provided turns by Petty Officers Kurose, Izuma, Isoda, and Nakamura, the latter's rendering of "Tipperary" being joined in by all present.

The arrangements were a credit to the Entertainment Committee composed of Sts. P.O. Alford, C.P.O. Writer McCrohan, C.P.O. Writer Hancock, E.R.A. Norbury and S.P.O. Chadwick, who were assisted by C.P.O. Gill, C.P.O. Writers Payne, McAllister and Pallett, the latter looking after the programme in the most able manner.

Mr. Fujiyama attended as interpreter and his services were extremely valuable and much appreciated. The loyal toast was proposed by Chief Petty Officer Writer McCrohan and responded to by Chief Petty Officer Yano of His Imperial Japanese Majesty's Navy, and a very enjoyable evening was terminated by the singing of patriotic songs of both nations.



## HONG KONG HOTEL.

(Continued from Page 1.)

mittee in Shanghai, tendered to the Board their resignation effective as from the 31st, in order to effect an economy to the Company by their ceasing to act in such capacity, and I am sure I am voicing the appreciation of shareholders in expressing at this meeting the thanks of the Company to those gentlemen for their services in the past and for the goodwill expressed by them for the Company's welfare in the future.

## Auditors.

A matter which it is imperative I should make clear to shareholders is that relative to the change in status of Messrs. Thomson & Company from Auditors to Accountants to the Company in Shanghai. Messrs. Thomson & Company were Auditors to The Shanghai Hotels, Limited, the business of which Company was taken over by this Company under the amalgamation effected in 1923. Since that time Messrs. Thomson & Company have been appointed annually by shareholders in General Meeting as Auditors to the Company in Shanghai, but as a matter of convenience to the Company it has recently been arranged that as from January 1 last Messrs. Thomson & Company shall act as Accountants to the Company in Shanghai—their appointment being from the Board of Directors in Hong Kong. I would add that Messrs. Thomson & Company have kindly consented to such change of status and that it is also agreeable to Messrs. Percy Smith, Seth & Fleming, the Auditors to the Company in Hong Kong, but your Board must and are quite willing to receive and consider any objection to such course which any shareholder may wish to submit to them.

## Allocation of Balance.

There being no other matters which call for comment, I now formally propose that the Report and Balance Sheet and Accounts as presented be adopted, and that of the balance of Profit and Loss Account \$500,000 be transferred to General Reserve, \$300,000 be transferred to Construction and Development Reserve, and that \$78,310.65 be carried forward to 1928 account. When that proposal has been seconded, I shall be pleased to answer, so far as I am able, any question which shareholders may wish to put regarding the business of this Meeting.

## Steady Dividends Without a Break For 24 Years.

Mr. G. C. Moxon said:—  
Gentlemen: I am sure you will all have listened with great interest to the remarks made by the Chairman which appear to me to set forth concisely our present position.

It is now three years since this Company favoured its shareholders with any return on Capital Invested—and this after having paid steady dividends without a break for twenty-four years previously—my records do not carry me back further than that almost prehistoric date.

## Figures of 1901.

In my hand I have the report of the Board of Directors of the Hong Kong Hotel Co. for the half year ended December 31, 1901—from which I see that the Directors proposed to appropriate from an available balance of \$94,477.49 the sum of \$72,000 to pay a final dividend of 12 per cent. for the half year in question.

I see that the liabilities of the company in this Balance Sheet were for the main part composed of:—

\$600,000. Capital  
\$225,000. Debentures issued.

I must confess that in this year of Grace 1928 it makes my mouth water to peruse this ancient and yellow document.

## Enterprise and Genius.

Much water has flowed under the bridge since those prosperous days and the whole complexion of this Company has undergone a mighty change.

I wish to be fair and I must pay tribute to the enterprise and genius that has caused us to be the owners of such charming and palatial Hotels as the "Majestic" in Shanghai, and the "Repulse Bay" and "Peninsula" in Hong Kong—but if I may say so without giving offence I wish that the old injunction to the tailor about cutting the coat with some regard to the cloth available had been followed by those responsible for the conduct of our business.

Gentlemen, to my mind we have been far too bold, and the unfortunate happenings of the past three years in this part of the world caught us bending just when we should have been upright and in a position to face such a storm. However what is past is past and we must now look to our future.

## Target For Grumbling.

Like Governments, Hotels and Hotel Managements all the world

over were created to afford a target for grumbling and complaints and we are no exception to the rule. I think it should be made very clear to the public that an officer of this Company is specially detailed to deal with all complaints or suggestions connected with the conduct of our Hotels and that any matter of this nature should be sent in officially to the Head Office in Hong Kong where it will always receive prompt and careful attention. I mention this as of course it is evidently quite impossible for any management to deal with vague remarks regarding this or that. But from personal observation I do not think we have much to apologise for in the conduct of our Hostelties.

## Globe-Trotter's Praise.

I was interested and gratified the other day to hear a globe trotting man of the world declare that after a long and varied experience of Hotels in many countries, he thought it would be hard to find anything to beat our "Repulse Bay Hotel" in Hong Kong and our "Majestic" in Shanghai. This should cheer those responsible for their creation and their management.

When one considers that for more than two years past this Company has been working at a terrible disadvantage owing to various adverse circumstances over which it had no control—involving as they did the loss of a great portion of its funds in non-revenue producing land and buildings—I am amazed that we should have pulled through so well. The "Peninsula" Hotel notably has been a very long time building and has been a constant drain on us for years—with its approaching completion as set forth by the Chairman a great improvement should ensue in our financial position.

## Confidence in Future.

We have a good business and we may I think expect ere long to transform what I may call our "dead wood" into profit making assets—which gives me confidence in our future.

I think this Company may fairly be classed as a public utility company.

No great port or city could exist for long without good hotels—they materially add to the comfort, amusement, and prosperity of the entire community.

I consider that such being the case our well run hotels deserve the sympathetic support of all thinking people interested in the prosperity and progress of Hong Kong and Shanghai and that a reasonable profit to their shareholders should no more be grudged than that cheerfully accorded to other companies in the same category.

## Shareholders' Thanks.

I cannot refrain from making reference to our garage department and motor bus service—which have not only proved profitable to us but a boon to the Colony. I am glad to hear that the Board will devote much energy to the extension and development of this valuable and necessary adjunct to our business.

I have pleasure in according thanks on behalf—I am sure—of all shareholders, to the various managers and staffs in our employ for their hard work and efficiency. We have gone through difficult times but with the return of prosperity I feel sure they will receive the just reward of their labours.

I believe in China and in the future of this Colony and of Shanghai—and I believe that within a comparatively short space of time our present Hotels will be inadequate for the needs of residents and tourists.

I trust that prudence and drastic economy coupled with the wise handling of our undoubtedly splendid properties may before long restore to us once more an unbroken series of dividend paying years.

With these remarks I beg to second the proposal that the Report and Balance Sheet and Accounts as presented be adopted and that of the balance of Profit and Loss Account \$500,000 be transferred to General Reserve, \$300,000 be transferred to Construction and Development Reserve, and that \$78,310.65 be carried forward to 1928 account. (Applause.)

No question was put. The proposal was carried unanimously.

## Other Business.

The chairman then explained that Mr. B. Lander Lewis had retired on leaving the Colony and Sir Elly Kadoorie was subsequently appointed to a seat on the Board. Mr. J. Scott Harston, another director, retired by rotation, but offered himself for re-election.

Mr. Joseph Gould proposed the confirmation of Sir Elly Kadoorie's appointment and the re-election of Mr. J. Scott Harston—seconded by Mr. H. Birkett and carried unanimously.

Mr. P. W. Massey proposed the re-election of Messrs. Percy Smith, Seth & Fleming as auditors to the company at a fee of \$2,000—seconded by Mr. W. E. Van Eps and carried unanimously.

This concluded the business and the chairman thanked those present for their attendance.

## DESPERATE ACT.

MOTHER KILLS BABY:  
ATTEMPTS SUICIDE.

WOMAN IN HOSPITAL.

A distressing report of a desperate mother killing her baby by administering poison and then attempting to take her own life by swallowing some of the poison herself, reached Police Headquarters this morning from the Tai Po New Market district, New Territories.

The name of the woman, who is now in the Kwong Wah Hospital in a very serious condition, is given as Chen Mei-chun. She is a married woman and lived with her husband and their child at No. 127 at Tai Po New Market.

The woman was in apparent good spirits when the husband went to work in the morning. When he returned in the evening, he found both his wife and child lying in bed. The child, a six-months-old girl, named Li Wai-yuk, was already dead, whilst her mother was unconscious. Near the bed was found a partly empty horn box of opium and a bottle with a little lysol in it. Both the horn box and the bottle were full when the husband left the house.

The police were immediately informed, and they removed both mother and child, the latter to the Kowloon mortuary and the former to the Kwong Wah Hospital.

Subsequent examination revealed that both had swallowed a quantity of opium and lysol.

The theory of what had happened was that the mother, in a fit of depression, decided to kill herself and her baby. She first administered some opium to the child, but when this did not have the desired effect of killing it, she made the baby swallow lysol.

Then, satisfied that her child was dead, she took some of the opium and lysol and went to bed to die beside her baby.

The husband is unable to explain his wife's action, as he had no quarrel with her, and as far as he knew she was happy.

## ALLEGED FRAUD.

TYPEWRITER SOLD BUT  
UNPAID.

MISSING PURCHASER.

The report of an alleged fraud was received by the police yesterday from Mr. Cave, of Messrs. Mustard and Co.

According to Mr. Cave, a European who gave his name as Sydney Wood, living in Jordan House, No. 226, Nathan-road, Kowloon, visited Messrs. Mustard's office on March 28 and obtained a Remington typewriter worth \$300 on approval.

Two days ago when Messrs. Mustard's accountant called at Jordan House to collect the price of the typewriter from Wood, he discovered that the man had already gone.

Investigation made subsequently revealed the fact that on the same day that Wood obtained the typewriter, he sold it to the Wang Lee Company of Pottinger-street for \$195.

## USING A KNIFE.

SCHOOLBOYS' STREET FIGHT  
ENDS IN STABBING.

MAGISTRATE'S SENTENCE.

In connection with the fight in Elgin-street between two Chinese schoolboys, in which one was alleged to have stabbed the other in the back with a cobbler's knife, the injured boy has already been discharged from the hospital and appeared in Court this morning, when the other lad was charged before Major C. Willson with cutting and wounding.

The police stated that the injury inflicted on the complainant was not serious, and he was detained in hospital for only 48 hours.

The two lads, who both lived in Elgin-street, were playing ball when they had a quarrel, and it was admitted that the complainant struck the defendant first.

The defendant said that he had no intention of seriously injuring the complainant.

In reply to the Magistrate, the complainant said that he had nothing to say about the matter.

The Magistrate ordered the defendant to receive eight strokes of the rattan.

In honour of Stella Benson, the novelist, Lady Dilke entertained at an afternoon party in her house near Lancaster Gate. Miss Benson is Mrs. O'Gorman Anderson, and with her husband, who is in the Chinese Customs service, is in England on holiday.

## ILLINOIS SCENES.

"BIG BILL THOMPSON'S"  
RULE OVER.

NOMINEE "SNOWED UNDER."

New York Yesterday.

The consensus of opinion of the Press is that "the rule in Chicago of Big Bill Thompson, the school-book burning foe of King George," is ended. Mr. Small is practically snowed under by his opponent.

Crimes continue, the most startling being the murder of a Negro lawyer who accompanied two other negroes, driving through his own ward with a car decked with anti-Small posters. Another car came up and pursued it until it ran into the kerb. The pursuers fired a broadside killing the lawyer and seriously wounding one of his companions, and then dashed away. Senator Deneen's followers complain that the returns are being delayed.

## Huge Majority.

A later telegram stated that the returns of two-thirds of the State of Illinois show that "Thompsonism" has been crushingly defeated. The majority of Mr. Louis Emmerson, who is Senator Deneen's nominee for the Governorship, over the Thompson nominee, Mr. Small, promises to be 400,000 double the figure predicted.

Chicago, April 11.

The early returns of the elections indicate that Big Bill Thompson, who is standing as Committeeman for his Ward (not for re-election as Mayor) will be defeated.

## CINEMA NOTES.

"THE EAGLE OF THE SEA" AT  
QUEEN'S.

Adapted from the book "Captain Sazurac" by Charles Tenney Jackson, "The Eagle of the Sea," the new picture at the Queen's Theatre to-day, has been produced by Frank Lloyd on a large scale and is worthy to rank with "The Sea Hawk," which was produced by the same director, Frank Lloyd. The story is woven around the colourful life and adventures of Jean Lafitte, the last of the buccaniers. Ricardo Cortez portrays the dashing pirate in fitting manner, while Florence Vidor is sweetly pretty as the young belle who takes a hand in the destiny of nations. Many exciting scenes are provided in the picture, not the least being a thrilling fight between the pirates and the Spanish Fleet. "The Eagle of the Sea" will be screened at the Queen's Theatre until Saturday.

## "ROBIN HOOD."

Douglas Fairbanks' famous production, "Robin Hood," which returns to the World Theatre to-day, blends facts and fantasy, history and legend, and combines artistic beauty with an authoritative interpretation of the spirit of romance and adventure prevailing in the Twelfth Century. "Robin Hood" offers at once a splendid story of adventure, skilful acting and magnificent settings. The more serious moments of the romance are relieved here and there with a touch of subtle humour. Enid Bennett, Wallace Beery and Willard Louis lead the huge supporting cast. "Robin Hood" will be screened until Saturday.

## "SHIPWRECKED."

The new picture at the Star Theatre to-day, "Shipwrecked," as the title implies, is a stirring tale of the sea. Seena Owen, the heroine, plays the part of an artist's model, who shoots an odious employer, and then seeks refuge on a sailing ship bound for the Tropics. During the voyage, the ship runs into a hurricane, is disabled, and finally drifts ashore on a South Sea Island, where many thrilling climax is reached. Supporting Miss Owen are Joseph Schildkraut, Mathew Bextz and Lionel Belmore. The programme also includes an excellent comedy and an interesting topical gazette showing the new Ford car on its trial runs.

In connection with the announcement that Baron Matsui, Japanese Ambassador in London, is returning to Japan on leave about the middle of April, the "Sunday Times" says it is reported as probable that he will not return to England. The normal period of his appointment is nearly concluded, and it is rumoured that the Japanese Ambassador in Rome or Berlin may succeed him. The report, however, finds no confirmation in authoritative quarters. Baron Matsui succeeded Baron Hayashi about three years ago, and with Baroness Matsui has taken a very prominent part in the social life there.

## Shadows Before

COMING EVENTS ANNOUNCED  
IN THE "MAIL."To-day—Dance, at the Cheer 'O  
Y.M.C.A., at 7.30 p.m.To-day—Queen's Theatre; "The  
Eagle of the Sea."To-day—World Theatre; "Robin  
Hood."To-day—Star Theatre; "Ship-  
wrecked."April 13—Star Theatre; Banvard  
Musical Comedy Company, 9.15 p.m.April 14—Dance, at the Cheer 'O  
Y.M.C.A., at 7.30 p.m.April 15—Music, at the Cheer 'O  
Y.M.C.A., at 7.30 p.m.April 15-16—World Theatre;  
"The Runaway" (at 5.15 and 9.20).Chinese Picture "Retaliation" (at  
2.30 and 7.15).April 15-16—Star Theatre; For-  
lorn River."

## Sports.

To-day—Triangular Portuguese  
Interport Football: Portugal (com-  
bined teams) v. Rest of Colony,  
H.K.F.C. ground, Happy Valley, 5  
p.m.

April 15—Seventh extra race  
meeting of the International Race  
and Recreation Club of Macao, Ltd.

Lanterns' Auction.  
April 13—Household furniture, at  
3, Kimberley Villas, Kowloon, 2.45  
p.m.

## Land Sale.

April 16—At P.W.D. Offices, one  
lot of crown land at Pillar Island,  
3 p.m.

## Meetings.

To-day—Meeting of St. Joseph's  
College Old Boys' Association  
in the College Hall, 5.30 p.m.

April 13—Yearly meeting of  
shareholders of the Hong Kong  
Realty & Trust Co., Ltd., Exchange-  
bldg., at noon.

April 14—General meeting of  
members of The Prince's Bldg. &  
Land & Co., Ltd. (in liquidation),  
6, Des Vaux-road Ctl., noon.

April 14—Sixth annual meeting  
of the Hong Kong Engineering &  
Construction Co., Ltd., St. George's  
bldg., 11 a.m.

April 20—Annual meeting of  
members of the Victoria Recreation  
Club at V.R.C., 6 p.m.

April 23—Extraordinary meeting  
of the China Light & Power Co.,  
(1918) Ltd., St. George's Bldg., 11  
a.m.

## Miscellaneous.

April 14—Diocesan Boys' School  
"at Home" from 3.30 to 6.30 p.m.

April 14—Eighteenth annual dinner  
of the Q.C.O.B. Assn. at Queen's  
College Hall, 3 p.m.

April 17—Inspection of Police  
reserve in conjunction with the  
H.K. Police Force and H.K. Fire  
Brigade, Murray Parade ground.

April 27—Laying of foundation  
stone of new St. Stephen's bldg. by  
H.E. the Governor, 3.30 p.m.

## NOTICE.

CHINA SUGAR REFINING  
COMPANY, LIMITED.

## NOTICE.

THE FIFTIETH ORDINARY  
ANNUAL MEETING of the  
Shareholders of the above Com-  
pany will be held at the Office of  
the General Agents, Pedder Street,  
on TUESDAY, 24th April, 1928, at  
Noon, for the purpose of receiving  
the Report and Statement of Ac-  
counts for the year ending 31st  
December, 1927.

The TRANSFER BOOKS of the  
Company will be CLOSED from  
17th to 24th April, 1928, both days  
inclusive.

JARDINE, MATHESON  
& CO., LTD.,  
General Agents,  
Hong Kong, 12th April, 1928.

## QUEEN'S



THE LADY  
OF THE HAREM

with  
ERNEST TORRENCE  
GRETA NISSEN  
WILLIAM COLLIER  
LOUISE FAZENDA  
et RAOUIL WALSH  
Production  
A Paramount Picture

SUNDAY to  
TUESDAY

## Masterpieces of the Month

VOCAL  
RECORDSColumbia  
Records

L 2038 { ERL KING ... .. Norman Allin  
WHEN THE KING WENT ... .. Bass.  
FORTH TO WAR ... .. "

L 1896 { LITTLE CATTLE, LITTLE CARE ..  
THE JEWESS ... .. "

L 1951 { MY DREAMS ... .. Tom Burke  
OI VISION ENTRANCING ... .. Tenor.

L 1828 { L'AFRICANA—O PARADISE ... .. John O'Sullivan  
AIDA—CELESTE ALDA ... .. Tenor.

D 1587 { BROWN EYES I LOVE ... .. Hubert, Eisdell  
TO A SEAGULL ... .. Tenor

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ROSS'S BINOCULARS and TELESCOPES,  
KELVIN'S NAUTICAL INSTRUMENTS,  
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## SORE THROAT THE ENEMY

EVANS' PASTILLES are a sure  
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Sore Throats, Coughs and Colds. Their  
antiseptic vapours penetrate into the  
innermost cavities of the nose, throat and  
chest, killing all germs and quickly soothe  
the inflamed organs.EVANS'  
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## ATTENTION!

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NEW BRANCH OFFICE

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PARROT

The Chinese papers say that Mr.  
H. Picard-Destelan, Co-Director-  
General of Posts, is about to visit  
Shanghai.As the result of a gambling raid  
on shop-fronted premises in Liver-  
pool's "Chinatown" on March 4  
twenty-five Chinese were arrested.Beautiful glimpses of Liverpool  
and the River Mersey in colour are  
included in the topical gazette be-  
ing screened at the Queen's  
Theatre from to-day to Saturday.A Chinese woman, aged 71 years,  
was knocked down by a motor car  
on Pokfulam-road yesterday. She  
was injured in the legs, and had to  
be removed to the Government  
Civil Hospital.A Chinese woman who was charged  
with procuring young girls for an  
immoral purpose, was yesterday  
afternoon convicted by Mr. R. E.  
Lindsay at the Central Magistracy  
and sentenced to three months' hard labour.Found on the foreshore at Sam  
Chan Tan, in the New Territories,  
the body of a young Chinese  
woman, aged about 25 years, was  
removed to the public mortuary.  
The body did not bear any marks of  
injury, and death was apparently  
due to drowning.Admiral of the Fleet Earl Beatty,  
hearing of the work the Y.M.C.A.  
is doing for the men of the Navy,  
especially in Gibraltar and Shang-  
hai, has doubled his subscription to  
that organisation, and the Admi-  
rality have made a grant of  
£500 towards the new Y.M.C.A.  
building about to be erected in  
Plymouth.Mr. Ng Kwok-ying, chief of the  
Canton detective force, has been  
detained (says the "Canton  
Gazette") to proceed to Hong Kong  
in connection with the extradition  
of Li Yu-ling, alleged to be a lead-  
ing member of the Communist  
party in Loting, Shihing, whose  
identity is said to have been dis-  
covered by the people of his district.In connection with the laying of  
the foundation stone of the new St.  
Stephen's College building at  
Stanley, by H.E. the Governor (Sir  
Cecil Clementi, K.C.M.G., LL.D.,  
M.A.) at 3.30 p.m. on Friday, April  
27, motor bus tickets at \$1 for the  
return journey can be purchased at  
the Blue Bird Shop before the day  
of the ceremony. Buses will leave  
Blake Pier at 2.15 p.m.A Chinese was this morning  
charged before Major C. Willson, at  
the Central Magistracy, with the  
theft of a brass name plate belong-  
ing to Cheng Chung-wah, a doctor  
of Chinese medicine, from outside  
No. 31 B, Wyndham-street, early  
this morning. He admitted the  
offence, and the police, having  
proved a previous conviction, Major  
Willson passed sentence of one  
month's hard labour.To-morrow night at 9.15 in the  
Star Theatre the Banvard Musical  
Comedy Company, which is paying  
a flying visit to the Colony on its  
return tour, will give a farewell  
performance, presenting an en-  
tirely new revue called "Hors  
d'Oeuvres," which scored a great  
hit in Shanghai, where it was de-  
clared to be the company's best  
show. Booking is at Moutrie's  
and the Star Theatre.A drunken sailor in a fighting  
mood caused some trouble in Des  
Voeux-road Central yesterday mor-  
ning. He "cut loose" when the  
police attempted to remove him,  
and four constables were knocked  
down for short counts before the  
bruiser was overpowered. It event-  
ually took the united efforts of a  
European Sergeant, two Indians  
and two Chinese constables to make  
the brawler go to the Central Police  
Station, and even then he had to be  
"taken" there. He was sent back  
to his ship when he had sobered  
somewhat.The funeral service took place  
last week at the Pansienjiao Ceme-  
tery Chapel, Shanghai, of Mr. C. E.  
Gadellus, who died at the Country  
Hospital on March 28. The Rev.  
Eliert Mortenson officiated. The  
body has been embalmed and will  
be sent to Sweden for interment.  
Mr. Gadellus, who was a Swede,  
came to the East 40 years ago and  
spent the earlier part of his time  
in Java, where he eventually be-  
came manager of one of the largest  
estates. In 1904, he with his bro-  
ther, now in Tokyo, started the  
well-known firm of Gadellus & Co.,  
the deceased being manager of the  
office at Singapore. On retiring  
from business, Mr. Gadellus had  
been mostly interested in collecting  
antiques and was an expert on  
Chinese porcelain. He had lately  
been travelling extensively and  
made regular calls at Shanghai  
where his genial disposition and  
good fellowship won him a wide  
circle of friends.No case of notifiable disease was  
reported to the Medical Officer of  
Health on Wednesday.A thief is reported to have en-  
tered No. 343, Queen's-road Central  
during the absence of the inmates  
and stole property worth \$200.A collision occurred between a  
motor car and a tram car near the  
Sincere Company yesterday after-  
noon. Both escaped serious  
damage.The consolidation of the Bank of  
America, Manufacturers Trust Co.,  
Dowry and East River National  
Bank, the Commercial Exchange  
Bank and a group of smaller in-  
stitutions controlled by the Manu-  
facturers Trust Company, is said to  
be nearing the final stage of nego-  
tiations. Edward A. C. Deland,  
President of the Bank of America,  
is reported as likely to head the  
new \$850,000,000 bank.Seven cases of notifiable disease  
were reported to the Medical  
Officer of Health on Tuesday.  
There were two cases of small-pox  
and one of diphtheria from the  
Kowloon registration district, one  
of cerebro-spinal fever from Shaui-  
wan, and one of puerperal fever  
from the city—all Chinese; one of  
enteric fever (typhoid) from the  
city, non-resident, and one of  
paratyphoid fever from Kowloon—  
both British.The wedding took place at the  
Roxbury Church, Kowloon, on Mon-  
day afternoon of Miss Agnes Alice  
Loureiro, daughter of the late Mr.  
Walter Henry Wilde Loureiro and  
Mrs. Loureiro, to Mr. Antonio Senna  
da Rosa, son of the late Mr. Hilario  
Baptista da Rosa, of Macao, and  
the late Mrs. da Rosa. The Rev.  
Father Spada officiated. The  
bridesmaids were the Misses Celeste  
Beltrao and Jessie Loureiro and the  
Best Man was Mr. Juanario  
Agostinho de Almeida. Many  
friends of the bride and bridegroom  
were entertained at 61 Austin-road  
after the ceremony. The honey-  
moon is being spent at Macao.Mrs. Clifford Pinchot, wife of for-  
mer Governor Clifford Pinchot, of  
Pennsylvania, whom it is reported  
will announce her candidacy for  
Congress from the Fifteenth Dis-  
trict. Mrs. Pinchot, it is said, is  
running for a seat in the U. S.  
House of Representatives. Mrs.  
Pinchot is seeking the seat of Rep-  
resentative McFadden.Following a quarrel with her  
family, a young Chinese married  
woman jumped into the street from  
the second floor verandah of No. 8,  
Lascar-row. She had a mar-  
vellous escape from certain death  
when her fall was broken by her  
body striking some telephone wires,  
from which she slid off and toppled  
into the street where she was  
saved from broken limbs by the  
gallant action of a coolie who caught  
her in his arms and both fell to the  
ground. The woman suffered  
slight injuries to her back through  
hitting the wires, and received  
medical attention at the Govern-  
ment Civil Hospital.The Nationalist Government has  
granted \$20,000 for the planting of  
trees round the tomb of the late  
Dr. Sun Yat-sen in Nanking.Wakened from hibernation by the  
felling of the cedar tree in which  
they hived, bees severely stung two  
woodmen at Woodhouse estate,  
Oswestry.Collapsing suddenly whilst walk-  
ing in Des Voeux-road West, an  
aged Chinese died soon afterwards  
from heart failure. The police  
removed the body to the public  
mortuary.The Macao Photographic & Art  
Exhibition and Contest was closed  
on March 31, and the exhibits are  
now being packed preparatory to  
being distributed to those who sent  
in exhibits to the show.Mr. W. O. Lancaster, chief ac-  
countant of the Shanghai-Nanking  
and Shanghai-Hangchow-Ningpo  
Railways, has been granted eight  
months leave. During his absence,  
Mr. W. K. Chun, the chief assistant  
accountant, will be in charge of the  
department.Owing to certain alterations in  
the movements to be executed in  
the forthcoming inspection by H.E.  
the Governor, the Hon. Captain  
Superintendent of Police, requests  
that all Police Reservists attend  
another practice parade which will  
be held at 3.30 p.m., to-morrow.In an attempt to commit suicide,  
a middle-aged Chinese woman  
yesterday afternoon jumped into the  
harbour at the Praya Central near  
the Post Office. On an alarm being  
raised, a Chinese who was passing  
jumped into the water and rescued  
the woman who was removed to the  
Government Civil Hospital.Mr. H. K. Wong, manager of a  
Chinese dispensary at No. 82,  
Queen's-road Central, reported to  
the police yesterday, that on the  
previous day a salesman, named  
Lee Man, was entrusted by the  
cashier with \$370 to pay the firm's  
account at the Hong Kong and  
Shanghai Bank. Lee is alleged to  
have absconded with the money.The police boarded a sampan in  
the Yaumati typhoon shelter on  
Tuesday and seized 2 1/2 gallons of  
distillable Chinese wine. As the  
police approached the boat, all those  
on board made for shore and escaped,  
with the result that no arrest  
was effected. The wine was pro-  
duced before Mr. W. Schofield at  
the Kowloon Magistracy yesterday,  
and an order for its confiscation was  
made.In order to protect their uniform-  
ed men from being positively identi-  
fied by agents of armed kidnapers  
and robbers, and so that gangsters  
cannot obtain revenge against  
those who have distinguished them-  
selves in the performance of their  
duty, the police authorities have  
given each Chinese constable a  
false number to wear on his collar.  
Thus, there may be eight, ten, or  
more wearing the same number,  
and, as it has no bearing on official  
records or on Provisional Court  
proceedings, or with the presenta-  
tion of decorations, the numbered  
identity of the constable is not  
common knowledge.A professional man just return-  
ed from a business trip to Anking  
says that he had an uneventful voy-  
age from Shanghai, but it was a  
different business when he rejoined  
the ship on her return. She was  
crowded from engine room to deck  
with soldiers, hawkers, and other  
classes of Chinese. In a conversa-  
tion with the steward he was told  
that himself and three other for-  
eigners were the only ones on  
board who had paid for their pas-  
sages. Exhibited in the saloon,  
where had been arranged the beds  
of several scores of soldiers, was a  
large placard, signed by Chiang  
Kai-shek, threatening heavy pen-  
alties on any who travelled without  
paying, and all day a crowd was  
gathered round this openly joking  
over it.Rome.—The Congregation of the  
Holy Office has ruled its exclusive  
jurisdiction in cases involving the  
annulment of a "mixed" marriage  
—that is to say, between a Catholic  
and a non-Catholic. Henceforward  
all such cases are to be sent to  
the Congregation instead of the  
Rota tribunals. It has also ruled  
that non-Catholics cannot apply  
for an annulment unless there are  
special motives, of the validity of  
which the Congregation is the sole  
judge. This ruling is interpreted  
as indicating the Pope's resolve to  
restrict annulments to the mini-  
mum in view of the criticism raised  
regarding the number of recent  
cases. It is pointed out that the  
Congregation is better qualified  
for this purpose than the Rota.  
The former, exclusively composed  
of cardinals, is an executive branch  
in the government of the Church,  
while the latter is a judicial body  
with lesser powers, especially in  
the matter of the Congregation.

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These tablets, so easy to take, cure stomach-trouble, con-  
stipation, heart-burn, sluggishness of intestines. Unlike  
many laxatives they are harmless and non-toxic. Bring  
immediate relief in many cases. Lasting results are their  
special feature, as they stimulate the organs to normal  
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Canton.A WEEK'S PAPERS  
IN ONE

"OVERLAND CHINA MAIL"

CHINA NEWS, LOCAL NEWS

AND ALL THE NEWS

SEND IT HOME!

Important events have occurred in China, widely affecting  
the position of foreigners and foreign Powers. America and  
the Nationalist authorities have come to an understanding over  
the Nanking incident of March, 1927. Chinese have been  
appointed to serve on the Shanghai Municipal Council and the  
Council Committees. The French and the Nationalists in  
Hankow have smoothed over local differences. And, most  
important of all, the long lull in the North China war has ended.  
The trend of hostilities is closely followed in the "Overland  
China Mail," backed up with explanations and comment to  
facilitate comprehension by non-Chinese.How Hong Kong spent Easter is described in the "Over-  
land." The friendly invasion of Japanese Naval men is  
recorded in the "Overland," together with the local news,  
sports articles, cables, etc.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going  
Home on leave this year? If you are, you will be surprised  
by the number of persons who will ask you about China and  
Hong Kong. You will be astonished at the number and type  
of silly questions put to you in all good faith. And you will  
have to admit reluctantly (if only to yourself) that you are  
not quite certain. Will you be believed, though? Keep in  
touch with Hong Kong and China by having the "Overland  
China Mail" sent to you for a stipulated period.By spending a little time while you are on holiday, you  
can keep yourself well informed if you have the "Overland."  
The articles which you will seek are written to help non-  
Chinese to understand. In any case, you will not regret, from  
your own point of view, being posted with the main develop-  
ments (reported in brief) while you are away.

READY TO-MORROW.

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"THE OVERLAND CHINA MAIL"



# Sport Columns

## HOME FOOTBALL.

### MATCH IN THE THIRD DIVISION.

#### NORTHERN SECTION.

London, Yesterday. In division III. (Northern section) of the Football League today, Lincoln and Chesterfield drew, neither side scoring. The match was played at Lincoln.—Reuter.

#### The league table now stands:—

	P.	W.	D.	L.	F.	A.	Pts.
Bradford	38	24	9	5	100	39	57
Tranmere	36	21	7	8	95	49	49
Doncaster	37	21	6	10	82	37	43
Lincoln	38	22	7	9	77	44	47
Stockport	38	22	7	9	77	44	47
Bradford	38	16	11	11	81	58	43
Southport	39	19	4	16	64	42	42
Darlington	36	18	4	14	79	40	40
Wrexham	38	17	6	15	60	37	40
Accrington	38	15	8	15	71	40	37
New Brighton	38	13	11	14	58	40	37
Halifax	37	12	12	13	67	36	36
Holtherham	38	13	9	16	62	35	35
Rochdale	37	15	5	17	67	35	35
Chesterfield	39	12	9	18	66	34	33
Crewe	38	12	8	18	72	32	32
Hartlepool	37	13	5	19	60	31	31
Ashington	37	9	8	20	62	28	28
Barrow	37	9	8	20	49	28	28
Wigan	38	8	9	21	49	25	25
Nelson	39	10	4	25	63	112	22

## LOCAL FOOTBALL.

### TWO INTERESTING MATCHES YESTERDAY.

#### VALLEY & SOOKUMPOO.

Two interesting soccer matches were played yesterday, one at Happy Valley and the other at Sookumpoo.

As part of the Portuguese triangular interport, a combined Portuguese team—not necessarily the strongest—met Chinese Athletic Association on the H.K.F.C. ground and lost by the only goal scored. The winners had several reserves playing.

In division I. of the league, Kowloon F.C. travelled to Caroline Hill and defeated South China A.A. by the odd goal in five. A number of belated fixtures in the senior league are being played to decide the runners-up honours.

#### Portuguese v. Athletic.

Teams in this match were: Chinese Athletic:—Yik Chan-ping; Lau Kau, Lai Yuk-tat; Mak Kwok-tung, Wong Shui-wa, Lam Yuk-ying; Tso Kwai-shing, Cheng Shu-hong, Suen Kam-shun, Shek Pui-tim, Chan Kwong-lu.

Portuguese:—A. Rangel (Shanghai); P. Xavier (Hong Kong), L. Marcel (Shanghai); M. Sequeira (Shanghai), C. Favacho (Shanghai), C. F. Remedios (Hong Kong); Collico (Macao), R. Favacho (Shanghai), L. Gonsalves (Shanghai), L. da Rocha (Hong Kong), J. Gutierrez (Shanghai).

Referee: Pipe-Major Mackie, 2nd K.O.S.B.

Play was interesting except for bad patches towards the end. Suen Kam-shun, who led the Chinese attack, had to retire before half-time. In the second half, Cheng Shu-hong scored the winning goal what time his side was playing a man short.

#### Kowloon v. South China.

Kernick, Kowloon's centre-forward, scored all three goals for his side against South China at Caroline Hill.

Fast football was played in a sporting spirit and South China won just as much applause as did Kowloon.

Kernick scored twice in the first half. After the change of ends, Lai Ting-choi reduced the deficit and then the Chinese equalised but Kernick put on the winning goal after that.

Referee: Staff/Sgt. Gilbert, R.A.O.C.

#### INTERPORT DINNER.

Portuguese From Three Ports Present.

The Portuguese interport soccer dinner was held at the Club de Recreio, King's Park, Kowloon, last night, when Mr. E. V. M. R. de Sousa (President) presided over a gathering of about two hundred.

After the toasts to the President of Portugal and H.M. the King, Mr. de Sousa welcomed the interport teams and the visitors.

Mr. A. M. Gutierrez replied for the Portuguese Sporting Association of Shanghai and extended a welcome to the Hong Kong and Macao teams to visit Shanghai.

Mr. A. F. Batalha, spoke in Portuguese, replying for Macao.

Mr. F. A. Xavier, thanked the H.K.F.A. and others who had assisted to carry out the tournament.

Mr. J. Ormiston, Mr. H. K. Lee (of Chinese Athletic Association) and Mr. C. W. E. Bishop (H.K.F.C.) replied.

Mr. L. A. da Rocha, the Hong Kong captain, proposed the health of the Shanghai and Macao teams.

## LOCAL SHOOT.

### POLICE OPPOSE ROYAL MARINES O.C.A.

#### A WIN EACH.

On Good Friday an interesting shooting match was fired at the Stonecutters Rifle Range between the Police and the Royal Marines Old Comrades' Association and the Police Rifle Club.

The conditions for the shoot, which was with both rifle and revolver, was as follows:—

Rifle shoot.—100 yards, five rounds grouping, 200 yards, five rounds snap shooting, five rounds rapid, and five rounds deliberate.

The possible score was 80, the best eight to count out of the teams of ten.

Revolver shoot.—Distances 10 and 20 yards. Possible score 60.

The R.M.O.C.A. won the rifle shoot, and the P.R.C. took the revolver competition.

At the conclusion Major Bamford, V.C., R.M., presented the prizes.

Spoons presented by Comrade W. Kent of the R.M.O.C.A. for the best score on either side with the rifle were won by Comrade Gossett, who also won the "Reynolds" Cup for the second year in succession.

The P.R.C. presented spoons for the three best shoot, and these were won by Capt. Whitworth, and Comrades Gossett and Rooney, all of the R.M.O.C.A., and Mr. Wodehouse and Sergeant Carey and Ritchie of the P.R.C.

The scores of the rifle shoot were:—

#### R.M.O.C.A.

Capt. Whitworth, R.M. ... 60  
Comrade Kent ... 48  
Comrade Frith ... 56  
Comrade Gossett ... 71  
Comrade Collins ... 43  
Comrade Alexander ... 48  
Comrade Tuck ... 65  
Comrade Mason ... 60

#### P.R.C.

Mr. Wodehouse ... 47  
Sergeant Kelly ... 42  
Sergeant Carey ... 71  
Sergeant Ritchie ... 62  
Sergeant Mair ... 55  
Sergeant Hargreaves ... 63  
Sergeant Sherry ... 55  
Sergeant Bradrell ... 45

Total ... 440

The revolver shoot resulted in the P.R.C. scoring a total of 351 points against the R.M.O.C.A.'s total of 291.

Thanks of the visitors to Stonecutters are due to the range staff for their valuable assistance which helped to make the shoot a success.

It is hoped that the enjoyable shoot will be the forerunner of many which it is intended to arrange in the future.

## FANLING HUNT.

### SUMMER AND END OF THE SEASON.

#### "ARMS" KEPT OPEN.

The Fanling Hunt point-to-point fixed for April 15 has been cancelled because the date clashes with that of the Macao races.

Owing to the approach of the hot weather and the flooding of the padd fields, the hunting season will probably be closed on April 29.

No fixture list will be issued for May, but subscribers are reminded that the "Hunters Arms" will be kept open throughout the summer.

Big alterations and improvements have to be made on the Kwai-tai race course. For this reason the meeting advertised for Saturday, April 29, will not be held.

It is hoped that the work on the course will be well advanced and ready for the opening of the next season in October.

Those interested in hunting should keep in touch with the Huntsman, Mr. Morgan, who will be able to tell them of any further meetings that may be held.

## LOCAL GOLF.

### TOMBSTONE COMPETITION FOR LADIES.

Ladies are reminded that a Tombstone Competition will be held on the New Course, Fanling, on Tuesday, April 17.

In future Competitions will be considered cancelled in the event of there being less than ten entries.

A competition will take place during the summer months at Deep Water Bay for a prize kindly presented by Mrs. Leggett. Entries close April 30. Particulars will be posted on Notice boards at Fanling and Deep Water Bay.

## LAWN TENNIS.

### ANNUAL TOURNAMENT AT H.K.C.C.

#### NG SZE-KWONG WINS.

Ng Sze-kwong, who was six times singles champion and also joint doubles champion for a time until the last few years, had an easier victory than expected yesterday in the Hong Kong Cricket Club annual lawn tennis tournament.

He beat his clubmate, Ho Ka-lau, who has represented China in the Far Eastern Olympiad, winning in straight sets.

Play was of a high standard and both players were on the aggressive from the start. The first two games went to Ho but he went down in the next two. He again led at 4-2 but Ng made the scores level by good all round play.

The next game went to Ho but the champion asserted himself at this stage and took the next three games in splendid style.

From then Ng Sze-kwong seemed to have got the measure of his opponent and though Ho was still playing a good game, he showed that the ex-champion's uncanny placing was effective him. Ng Sze-kwong, who played a great game from the start, had little difficulty in securing the second set at 6-3.

The third set proved to be a runaway affair for Ng and he was leading at 5-1 when his opponent made a great effort to pull the game round. By accurate placing and hard hitting he took the score to 5-4 only to lose the next game, set and match.

The ex-champion played one of his best games for a long time and it is generally expected that he will make a bold bid to re-capture the title he lost to Honda in 1924.

Ho Ka-lau also showed to good advantage but was unlucky to find Ng at the top of his form.

Yesterday's Results.

Open Singles (4th round)—Ng Sze-kwong beat Ho Ka-lau 7-5, 6-3, 6-4.

Handicap Singles "A" (3rd round)—Lt.-Col. F. J. Wyatt (rec. 15) beat R. K. Valentine (rec. 5/6) 6-3, 6-1.

Handicap Singles "B" (3rd round)—J. Barrow (owe 15) beat Dr. C. H. Burton (rec. 15/1) 6-1, 6-3, 6-2.

Handicap Doubles (2nd round)—A. D. Humphreys and G. R. Sayer (owe 15/1) beat C. H. Bradley and Major C. Wilson (rec. 15) 6-2, 4-6, 7-5; (3rd round)—H. R. Phillips and C. C. Stark (rec. 1/6) beat W. M. Lyons and J. D. Crawford (rec. 3/7) 7-5, 6-3.

Mixed Doubles:—Miss Heard and S. E. Green (scr.) beat Mrs. Woodward and C. W. E. Bishop (rec. 2/6) 6-0, 5-7, 8-6.

Today's Fixtures.

Open Doubles (3rd round):—H. R. B. Hancock and Dr. R. E. Tottenham v. E. C. Fincher and E. F. Fincher.

Club Championship Singles (semi-final):—S. E. Green v. G. W. Sewell.

Handicap Singles "B" (semi-final):—T. G. Bennett (rec. 1/6) v. C. H. Bradley (owe 1/6).

Mixed Doubles:—Mrs. C. P. F. James and A. D. Humphreys (owe 15/3) v. Mrs. Remington and H. Owen Hughes (owe 3/6); Misses Wentworth and A. H. Crook (scr.) v. Mr. and Mrs. G. R. Sayer (rec. 3/6).

## MACAO RACES.

### GOOD PROSPECTS FOR THIS SUNDAY.

#### CASH SWEEPS & "TOTE."

The next race meeting at Macao will take place on April 15 and there are indications that it will be a record making meeting given suitable weather conditions.

The Macao Race Club is showing every sign of great improvement and the accommodation for visitors has been considerably changed. In all departments alterations have been made and racegoers will be much pleased with the changes.

Entries are a record of sixty-three and the number of handicap events will tend to make the races exceedingly popular, and the prizes show signs of increase. In the cash sweeps department a reduction in commission charged to 20 per cent, in conformity with all other similar organisations, will be welcomed by the public.

A Fine Trip.

In the part-mutual tot, dividends will be declared on three points when the starters number six, in place of the minimum of seven hitherto obtaining.

Riders, mostly from Hong Kong, are also available in good number, while the races for novices will tend to make this Race Club exceedingly popular among beginners.

Racing enthusiasts should not fail to make the trip to Macao in the luxurious vessel that has been specially secured for the occasion for an excellent day's sport is certainly assured.—Bureau of Information and Publicity.

## DANCING DISPLAY.

### MISS DAISY O'KEEFE'S PUPILS.

#### BALL-ROOM TALENT.

Before a very large and appreciative audience at the Queen's Theatre yesterday, Miss Daisy O'Keefe's pupils gave a high-class dancing display which, assisted by very clever stage effects, was an artistic treat.

With a well balanced orchestra, the whole performance from the start to the grand finale was one to justify the promoters in repeating similar programmes, as dancing of this class, which is so universally popular, is a very rare treat for Hong Kong audiences. Both in quantity and quality, the most capricious critic would have been pleased with yesterday's display.

Starting with the old story of the "Old Lady" with so many children emerging from the Shoe, the first item captured the fancy of the audience. The tiny mites who contributed to this item were deservedly applauded.

This prepared the way for a highly artistic "Scarlet Dance" by B. Clemon, N. Field, N. Tolan, I. Pestonji, L. Tolan and M. Bryson, who danced with a charming rhythm and grace; followed by a dainty little item by Miss Dorothy Tolan, "In Grandma's Days". Both items were enthusiastically received.

The Hornpipe, as rendered by four diminutive "Jolly Tars," the Misses E. Minney, E. Hoare, P. Ma and D. Boves Smith, was a rollicking item, the audience rapturously applauding this racy turn.

Then came one of the star items of the evening, the Misses Nellie and Billie Field, in a charming pas-de-deux waltz to the well known music of Moszkowski, delighting the audience by their dainty movements.

The ensemble, Irish Jig, was a very lively item; and a fine contrast to this was afforded by the next item, "The Varsity Drag" which included steps from the modern popular ball-room dances, these being cleverly executed and watched very closely by an appreciative audience.

More modern dancing was demonstrated by "Jazz" which followed, the Misses D. Tolan and B. Pestonji in strikingly artistic costumes getting a great reception for a dainty mousetail characterised by much grace and movement.

Miss N. Field followed with a cleverly executed "Skipping Dance" and by way of diversion the Misses Aileen and Doris Woods, accompanied by Mrs. M. Wood, gave a very pleasing and highly finished rendering of those two popular songs, "The Rosary" and "In a Monastery Garden," these items being enthusiastically applauded.

All three were presented with floral tributes.

The "Dutch Dance" ensemble by the juveniles who were conducted back to the Shoe by little Miss Doreen Hynes and the "Old Mother" (Mrs. M. Mather) concluded the first part of the programme.

Part II of the programme opened with a pas seul by Miss Betty Pestonji and ensemble "Mazurka" by the elder girls as Russian "girls" and "boys" and this proved one of the most popular items of the programme, the costumes providing a striking effect, and the dancing of Miss Betty Pestonji stamping her as a dancer with promise.

Ancient and modern dancing, as represented by "As It Was" and "As It Is" was a delightful exhibition, the minut of the Misses Golke and May, and the tango of the Misses G. Yee and B. Pestonji being very enthusiastically received.

The Misses N. and L. Tolan in Scottish Highland dances scored a distinct success.

In striking contrast to the Scottish dance followed dainty little Miss Betty Pestonji to add another triumph in a charming pas de seul "Pas de Valse" by Chaminade, the little dancer giving a "light as air" performance, which the audience enthusiastically applauded.

The grand finale included the whole company dancing, expressive of the beautiful music, being a tribute to Miss O'Keefe, the producer. Aided by the artistic stage setting, in the background, and music tastefully controlled, the finale left an impression of well finished work.

The performance throughout displayed technique in modern dancing principally, interspersed with morceaux of old time and classical and Hong Kong audiences will appreciate more frequent appearances of this talented band.

At the conclusion of the performance, the stage was covered with masses of floral and other tributes, to an artistic display by well trained performers.

## CHINESE Y.M.C.A.

### PROCEEDS OF MEMBERSHIP CAMPAIGN.

#### \$10,000 MORE THAN LAST YEAR.

At eight o'clock last night the gong sounded in the Chinese Y.M.C.A. to mark the end of the membership and financial campaign for 1928. For two weeks and more, twelve teams of from fifteen to twenty members each had been inviting their friends to join or to contribute to the support of the organisation. It was an animated scene as these two hundred workers met their captains to turn in the results of the campaign. And it was an important time for the Chinese Y.M.C.A., for on the results of this effort depend the extent of the service to the community that can be carried on during the year.

#### "Neck and Neck."

From eight to ten o'clock the captain and secretary of each team checked the report and turned it in to Mr. K. L. Chau and Y. H. Tsao, President and General Secretary, respectively of the organisation. A majority of the directors of the organisation were also present. The rivalry in the effort had been strong. It was neck and neck between four teams, for the victory, in which the prize was only the honour of a work well done and the knowledge of supplying help to a worthy cause. At half past ten, when the count was complete and audited, it was found that cash amounting to \$32,027 had been turned in to the treasurer of the institution.

#### Leading Teams.

The winning team was led by one of the youngest captains, Mr. Lam Chik-shang, who claimed 3,396 points. Mr. Lam was also the individual winner, having secured nearly 2,000 of these points himself.

Next came the team led by Mr. Lam Wan-shue, a director of the Wing On Co., whose team registered 3,192 points. Only eight points behind came the team of Mr. Ko Leong-loe, managing director of the Ho Hong Bank, who turned in \$3,184.

Still one more team was in the honour class, producing more than \$3,000, that led by Mr. Ngan Shiu-kwan, manager of the China Bus Co., which produced \$3,032.

Each captain gave credit to his team workers, and the President of the Y.M.C.A. expressed the appreciation of the organization to those who had worked so faithfully and to the Press that had helped to make known the good work of the organization to the Colony.

#### Life Members.

The total amount secured, \$32,027 is about \$10,000 in excess of the amount secured for the same purpose in 1927. It will meet the requirements of the usual programme for this year but does not permit the enlargement of work that was planned by the directors. To provide for this it is planned to secure a few more life members.

The President stated, a life member being one who pays \$1,000 to the permanent funds of the organization. In the present campaign Mr. Wong Kam-fuk of the Hong Kong & Kowloon Wharf & Godown Co. and Mr. Lam Woo, the building contractor, became life members. The latter has been a director of the Y.M.C.A. for many years and an active worker.—Contributed.

## THE PHOTOMATON.

### SHILLING-IN-THE-SLOT PORTRAITS.

The first public demonstration in England of the Photomaton—a shilling-in-the-slot automatic photographing machine—was given recently at Selfridges.

The Photomaton, an American invention, was described by the "Daily News and Westminster" New York correspondent. The subject sits inside a cabinet and eight pictures in eight different positions are automatically produced. From the strip of photographs a selection can be made for the finished pictures.

Two hundred Photomaton studios are being fitted up in England.

## ROADS IN KWANGTUNG.

A public highway between Cheun-muk-tau (about half-way on the Kowloon-Canton Railway) to Wai-chow city (on the East River, about 60 miles east of Canton) will be completed this month, reports the "Canton Gazette".

A petition has been submitted to the Canton Provincial Government asking for \$50,000 a month for the purpose of constructing a highway between Shikwan (northern terminus of the Kwangtung section of the Canton-Hankow Railway) and Ping-shih (on the Kwangtung-Hankow border). The length of the road will be about 50 miles.



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### STUDEBAKER MEN.

AMONG THE "KEY"  
ENGINEERS.

A RUMOUR.

While there is no truth in the rumour that the U.S. Bureau of Standards has moved its offices to South Bend, Ind., there is a distinct "Washington accuracy" atmosphere about the extensive engineering offices of the Studebaker Corporation. A recent informal inquiry showed that of 26 key engineers in Studebaker service, no less than eight are former Bureau of Standards men.

Chief among these former Bureau men is William S. James, who was associated with the governmental agency for 13 years and from 1911 to 1924 was in charge of the Automotive Power Plant section of the Bureau. Mr. James is now chief of the Studebaker Research Engineering department and has direct charge of research laboratories and Studebaker's 800-acre Proving Ground.

The other engineers of Studebaker's staff who were in Bureau of Standards service are: E. C. Newcomb, technical adviser to President A. R. Erskine, formerly technical adviser to Bureau; J. A. C. Warner, assistant research engineer, formerly chief of Aeronautical Instrument Section of Bureau; Stanwood W. Sparrow, research engineer, formerly in Bureau Automotive Power Plant Section; Robert F. Kohr, laboratory engineer, formerly Associate Mechanical Engineer of Bureau; H. S. White, test supervisor, formerly Assistant Mechanical Engineer of Bureau; Maurice A. Thorne, superintendent of Proving Ground, formerly Assistant Mechanical Engineer in Bureau; and Clyde R. Paton, laboratory engineer, formerly Associate Engineer of Bureau.

The total time these eight men spent in the service of the U.S. Bureau of Standards amounts to 37 years. Their total time in engineering work amounts to 119 years.

These men are part of an organization of 578 technicians comprising the Corporation's engineering department.

Many Tests.

The engineering department makes 550,000 laboratory tests every year. Every device and material that goes into the manufacture of all Studebaker and Erskine models must be thoroughly tested and proved for its purpose before it is adopted. An example of the thoroughness of the engineers' work may be seen in the fact that Studebaker pays extra bonuses on 35 different formulas for steel. In other words, precise quality of steel is assured by the payments of these extra awards to steel companies.

It is noteworthy that Studebaker maintains a corps of inspectors which make 19,000 inspections during the manufacture of Studebaker cars. More than 2,000 mechanical operations are held to a tolerance of one one-half thousandth of an inch. Combined with advanced engineering, such care in assembly of motors and chassis makes it possible for Studebaker owners to drive their cars 40 miles an hour the day they are purchased, instead of poking along at 20 miles an hour for 500 miles.

### WOMEN DRIVERS.

WILL THEY BEAT MEN IN  
SPEED DEVELOPMENT?

In his book, "The Lure of Speed," Major H. O. D. Segrave writes: "I believe one could learn to drive habitually at 200 miles an hour, supposing road conditions admitted of it."

Mrs. Victor Bruce, the noted woman motorist, thinks that eventually the best motor-drivers will be women.

"Providing the physical strain is made bearable, they will achieve as much as any man in speed work," she said to an "Evening Standard" representative.

"At present they have only just come to it. But it seems to me that the whole tendency now is against fast road work. You don't need an engine so much as something natty in a queue."

Miss Violet Cordery, the woman driver, said: "I think three miles a minute is a feasible anticipation. As cars improve, so will drivers. Women on the roads now touch fifty. Who knows what they will be capable of twenty years from now?"

### CHRYSLER "52."

MUST PASS RIGID  
INSPECTION.

PRECISION MANUFACTURING

Chrysler's famous manufacturing policy of Standardised Quality is emphatically expressed in its "52" model, the lowest-priced car in the Chrysler line. This model receives the same quality of precision manufacture, the same thorough inspection, and the same engineering as does each of the three higher priced six cylinder cars in the Chrysler line.

As a specific illustration of how the Standardised Quality plan works to the advantage of the "52" buyers, says J. W. Frazer, Chrysler sales manager, "the piston pins for this model are made of seamless alloy steel. After careful grinding, they are lapped to size and held within limits of two-tenths of a thousandth (.0002) of an inch as to size and taper, and finished with a mirror-like polish that gives a very fine bearing surface. The point is that these minute limits of tolerance in size and taper, and the finish, are precisely the same as for the piston pins used in the Chrysler Imperial '80,' fittingly described 'As Fine As Money Can Buy.' This suggests the many ways in which the Chrysler plan of Standardised Quality helps put unequalled value into the '52.'

"The '52' is built in the same plans and by the same organization as every other Chrysler. It shares equally with them the benefits of Chrysler engineering and manufacturing skill, laboratory and road testing, scientific research, experience and equipment. Because of all these advantages, we believe it embodies more advanced mechanical features, a higher degree of riding ease and performance ability, and a large number of luxury appointments than can be found in any car in the low priced field which must, of necessity, be produced without the advantages the '52' enjoys."

Heritages received by this car directly from other Chrysler models under this unique Standardised Quality policy, and which are incorporated in the "52" include:

Longer and unusually roomy bodies, adequate for full grown adults; small wheels, giving low centre of gravity with great riding ease and safety; saddle spring seat cushions, found heretofore only in cars of the luxury class; adjustable steering wheel; narrow corner pillars to give maximum driving vision; lower, more sweeping stream-lines; vertical ventilating windshields on closed cars; new type compact top with jack knife fold on open cars; indirectly lighted instrument panel; bullet type head-lamps; harmonious colour blends in line with the vogue of all Chrysler cars.

The unusual power smoothness and enduring speed ability characteristic of all Chryslers are incorporated in the "52." As its name implies, it has a speed of 52 and more miles per hour. In it are exemplified the results of the scientific engineering and research work by which Chrysler laboratories have developed and applied established principles with respect to valve sizes, location, timing, shape of combustion chambers, improved manifold construction, air cleaners, and other engine developments. These have built up the highly efficient, economical power plant which yields the unusual performance widely identified with the name of Chrysler.

### 1928 PONTIAC.

The 1928 Pontiac is here! General Motors has set a new standard for light sixes. At no increase in cost, Pontiac to-day is far better in every respect than ever before.

Six cylinders, of course, because only six cylinders can give such power and such flexibility. Four-wheel mechanical brakes, too, for only brakes of this type can provide such safety.

A ninety inch spring suspension—just for comfort! A fuel gauge on the instrument panel—just for convenience! An air cleaner and an oil purifier—just for economy!

Nothing has been forgotten in making this Pontiac a finer car than ever before—a finer car than any in its class.

And at no increase in cost! The Imperial landau shows the fine custom built appearance of the new Pontiac. A finer, better looking Pontiac than ever before.

# Why be satisfied with less than Buick when Buick is priced so low

You can buy a Buick closed car for  
as little as \$81,610 Delivered.In fact, you can have your choice of  
three popular Buick models at this  
low price—Sedan, Coupe or Sport  
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made the name Buick famous the  
world over:The princely luxury and beauty of  
low-swung bodies by Fisher, with  
their rich upholsteries and stylish  
appointments.

SEDANS \$81,615 to \$82,800.

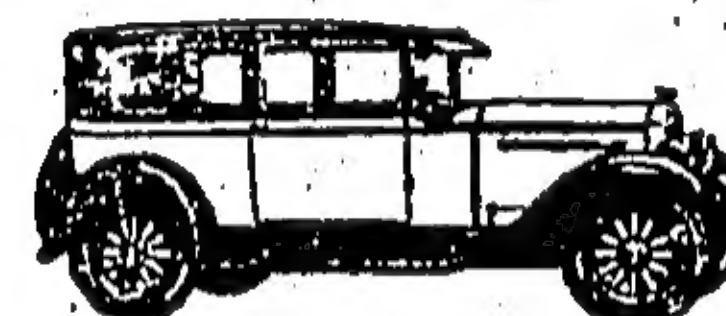
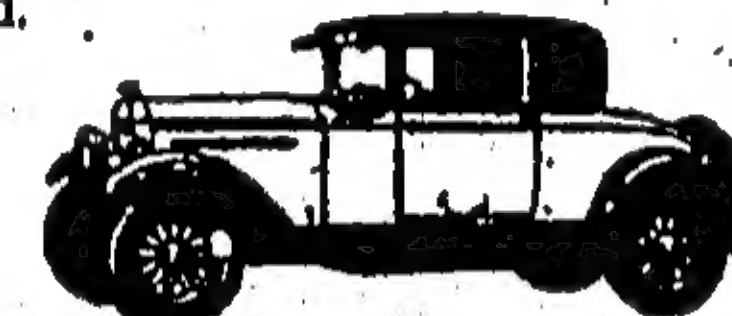
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six-cylinder Valve-in-Head engine,  
providing abundant power, swift  
acceleration and sterling depend-  
ability.Come in! Let us put a Buick at your  
disposal. A trial drive will win your  
unqualified approval.

COUPES \$81,610 to \$82,350.

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Series 115 five-passenger two-door  
Sedan—an ideal car for general  
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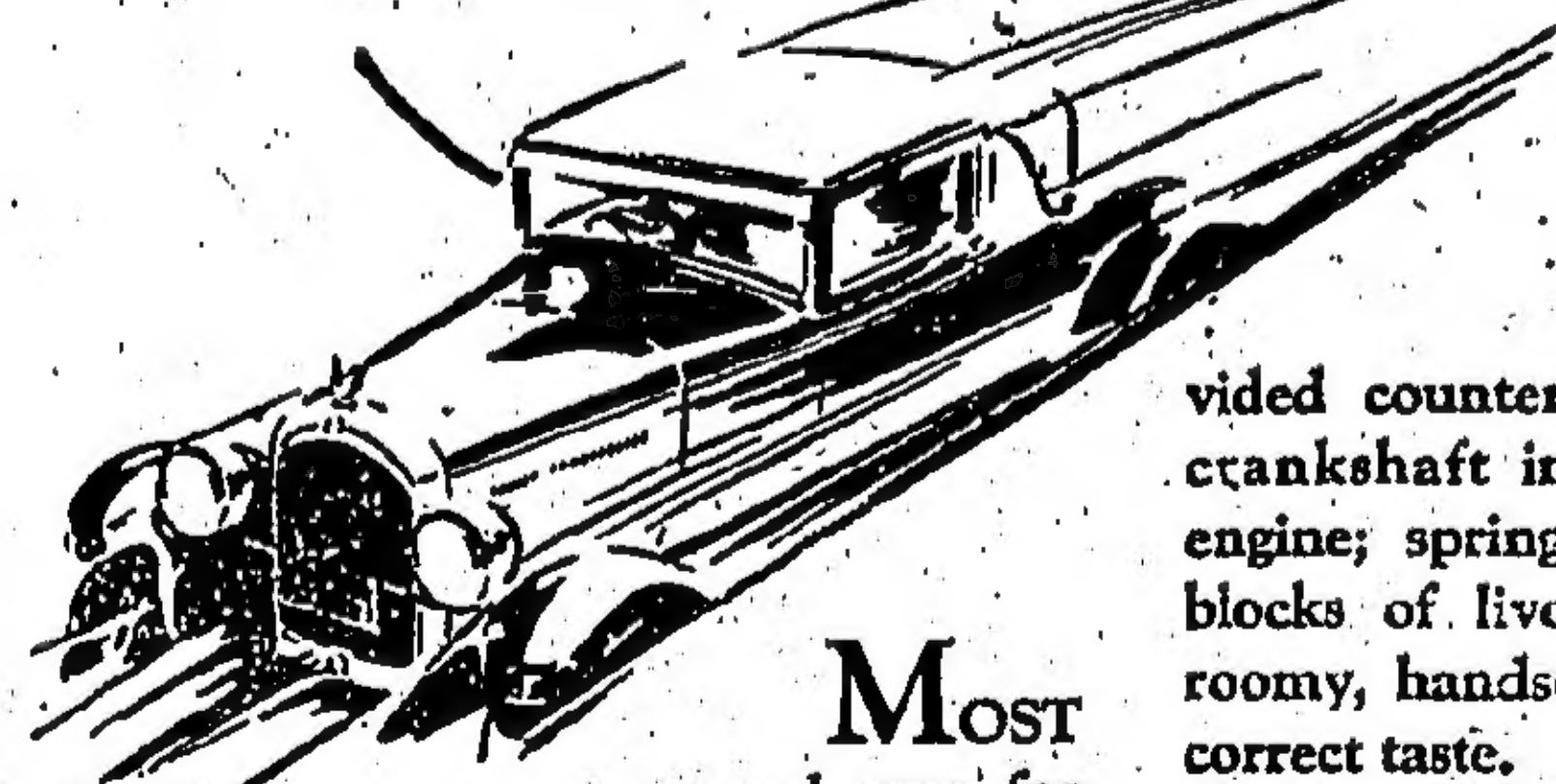
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Bearing Crankshaft and  
Rubber Spring Mount-  
ings Made Possible for the  
First Time at Such Prices

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Chrysler, has been the reception given  
to the Illustrious New "72."But no other result could have been  
possible, because no other car combines  
such rare quality and value.Before the "72," no car in its class or  
even in the more expensive group pro-vided counterweighted 7-bearing  
crankshaft in a 75 horse-power  
engine; spring ends anchored in  
blocks of live rubber; and long,  
roomy, handsome bodies in such  
correct taste.Every Chrysler dealer is eager to  
show you the Illustrious New "72";  
to put it through its paces. Only by  
riding in it and driving can you fa-  
miliarise yourself with this new per-  
formance, this new smartness that  
has been responsible for the greatest  
success in all Chrysler history.

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## EUROPEAN CARS.

CLAIM TO HAVE LONGER LIFE.

## THE FIAT.

A recent American publication dealing with the circulation statistics point that in the United States the majority of automobiles are scrapped after only five years' use.

It is well known that European automobiles have by far a longer life; to illustrate this statement, a French statistic denotes that in France from January 1, 1923, upon a grand total of 1,250,000 automobiles in circulation, six were the only remainders of 1911's output.

It seems that sixteen years represent a longevity more than exceptional if in France, only six cases can be reckoned out of 1,250,000.

To obtain a more comforting figure, one must consider merely the automobile having not more than 8-10 years of life; anyhow that represents the double of what the trans-Atlantic Statistic asserts.

These figures confirm that the leadership of long life belongs to the Fiat Car.

Countless are the cases of Fiat Cars built in 1911, not only, but in 1910, and even 1907, still in circulation.

These examples are daily brought to notice to Fiat through spontaneous letters of enthusiastic owners; and some times they are letters suggested by third parties because the proprietor of the car considers as quite natural and obvious the exceptional resistance of his Fiat, and the idea would therefore not occur to him to signal this fact to the factory.

## ONE BIG ORDER.

125 1923 CHEVROLETS AND BUICKS.

## FOR CHICAGO.

One of the largest single consignments of passenger automobiles ever made to one purchaser, other than a dealer, has just been completed with the delivery of 125 new Buicks and Chevrolet to the Hertz Drivetrain Company of Chicago.

This new equipment purchased at a cost of approximately \$100,000 is to be added to the Chicago stations of the Hertz company, increasing the cars now on hand for rental purposes to well over 1,000.

The transaction, because of the great number of cars involved, was handled through the Chicago Chevrolet Dealers' Association and parcelled among the various Chicago dealers.

"The purchase of these new cars, although not the first one, is simply following our established precedent of periodically replacing old models with new," said Walter Jacobs, president of the company. "Particularly is this true of the Chevrolet and the Buick for the extreme popularity of these cars makes possible a much quicker replacement, thus giving our customers the advantage of added features in the new cars."

Although the first purchases of Buicks and Chevrolets were made by the Hertz stations only a little more than a year ago, today more than 2,000 Buicks and 3,000 Chevrolets are in the service, distributed among the various branches in the United States and Canada. Other orders of these two makes of cars will be placed from time to time and it is expected that the entire equipment of the Hertz stations will have been placed before the summer season.

## NEW HUP SEATS.

SEEKING RIDING COMFORT.

## SCIENTIFIC BUILDING.

A story has just come to light, points out Mr. Burbridge of Parsons Hardware Co. which affords humorous as well as pointed proof that the design, engineering and manufacturing of up-to-date minute motor cars requires attention to almost infinite detail.

Last Spring, when the new Hupmobile 1928 Six had reached the stage that actual experimental bodies were being tested, the management decided that four experts—one each from its engineering, body, service and sales departments—would be charged with the responsibility of approving its riding comfort. This committee it was determined, was to ride in model and recommend every possible betterment. It was to continue doing so until it could approve the comfort, posture and general roadability of each model without reservation.

## High Executives.

The four named were among the highest ranking executives in their departments. The humour in the situation lay in the fact that weights—it was later determined—varied from 135 to 257 pounds, and their heights from 5 feet 6 inches to 6 feet 2 inches.

Out on the road, the slight mild-mannered of 135 appeared for all the world as though he were strangely out of place with a bulky 257-pounder alongside him. But 135-pounder also knew his business—he was the body expert of the quartet.

## 50 Miles Each.

The management stipulated that each member of the quartet was to ride 50 miles on each trip in each of the four seat positions—driver's front seat passenger, left rear and right rear sides. That meant 200 miles of riding each day the committee went out—a good test of a car's comfort qualities. Roads included the best, fair, poor and worst that could be found within 100 miles of Detroit. Seat contour, riding posture, general body comfort—all these were carefully tested. At the end of each day man made his report of recommended changes. It was only after a long series of tests, and many improvements, that approval was finally given.

"The Hup management believes the car's riding comfort begins a new era in correct body contour," says Mr. Burbridge. "It encourages correct body posture—something found only occasionally, even in fine furniture. Fit of the upper back is snug to the shoulders. Further down is proper contact for the lower spine. Scientific correctness of fit under the calves is likewise noted. Each of these insures greater natural comfort to the human body."

"The job took months. But from the way the public is buying the new Hupmobile 1928 Six our efforts in this, and in hundreds of other respects, are already repaid many times over."

## EASTERN DEMAND.

PERIOD OF RAPID GROWTH INEVITABLE.

## STILL IN ITS INFANCY.

When Mr. Sloan, the President of General Motors, stated in his address to three hundred newspaper men of America that the automotive industry had nearly reached a state of stability he was reckoning in terms of America itself. The export trade which supplies such markets as this Malayan, Siamese and Dutch East Indian field must continue to grow rapidly for years to come. A beginning is scarcely made here, and already rapid transportation, in districts where only yesterday communication was difficult and slow, has profoundly affected the economic condition of the East, says the "Magazine of General Motors," Orient.

Engineering science is at work opening roads. Mountains are conquered; tracks are cut through jungles and reclaimed from swamps. The barriers of another age are swept away before the advance of the road builders. And in the wake of the trail-makers an army of trucks and motor cars comes to cover in a few hours distances that required days of painful effort in the past.

The advantage of speedy transport to the production and marketing of the agricultural and mineral riches of the Orient is too great to be slighted. As fast as roads are made available motor cars and trucks become indispensable. The conservation they effect in time, effort and money can only be measured by those who have seen the transportation in the older days.

The demand for motor vehicles in this part of the world, therefore, is in its infancy. The automotive industry here has a considerable period of rapid growth to anticipate before it can approach the period when replacement, plus normal growth will represent its needs.

## HUMBLE ORIGIN.

STORY OF FLEET OWNERSHIP.

## CHRYSLER SCHEME.

Renting of motor cars is one of the oldest customs in the automobile industry. Instances of it are traceable as far back as 1905. It grew steadily as more and more persons learned of its advantages and took the opportunity to hire machines, both for business and pleasure.

The advantages were obvious. The idea enabled a salesman, for instance, to make more calls, to carry a larger assortment of samples and to save himself an appreciable amount of physical drudgery. It enabled the general public to go where and when it wished—in individual transportation.

Out of this early custom have grown two important commercial uses of the automobile of to-day—fleet-ownership and the "Drive-Yourself" renting system.

## Merit Special Attention.

Chrysler officials have given especial attention to the development of these two branches of present automobile practice. In both fields their cars have enjoyed an exceptional demand. The latest summary made by J. W. Frazer, Chrysler sales manager, shows that 500 nationally known American business organizations have Chryslerised their motor car fleets. The same car, in the last few years, has also become one of the leading cars in the garages of renting companies.

Chrysler's popularity among fleet-buyers is attributed to its exceptional adaptability for their needs. Characteristics for which the Chrysler is especially noted—quick getaway, rapid acceleration, easy handling in traffic and parking, reliable braking ability and economical operation—have led to its rapidly increasing use by concerns operating large fleets of cars which must meet the rigorous demands of salesmen and others who travel constantly.

Traditions of the "Drive Yourself" renting business trace its origin to a casual borrowing of an automobile a dozen or more years ago by an acquaintance from Joe Saunders, then an Omaha real estate dealer. When occasion required a second application in one day, it is said that the borrower offered to pay for the accommodation. The suggestion was courteously declined. But an idea of the possibilities of renting cars dawned on Saunders and proved to be the seed from which grew today's great "Drive Yourself" system.

## Many Problems.

The new business encountered many problems. It attracted the attention of automobile thieves, bootleggers, wreckers, speed demons and other classes of objectionable drivers. But experience showed the way to deal with all difficulties and, ultimately, the present highly successful and rapidly developing system was evolved.

To-day, tourists, travelling and local salesmen, professional men, real estate brokers, representatives of public service companies—in fact the people in every walk of life—use the system as regular patrons.

In this development of motor-ling, Chrysler has also established itself as a leader. More than 3,100 Chryslers are in use by renting companies, in numbers ranging from 1 to 900. The latter represents the number used by the Saunders Drive-It-Yourself system, now the largest concern of its kind in the world. With 83 branches in 60 cities—from Washington, D.C., to Denver, and from Milwaukee, to Mobile, Ala.—its cars are driven nearly 20,000,000 miles annually by hundreds of thousands of drivers during every possible condition of weather and roadways.

## One Million Dollars.

Joe Saunders, Vice-President of the system, in a letter to the Chrysler Sales Corporation, says: "The fact that we have purchased during the past year one million dollars worth of Chryslers, that we use more Chryslers than any other make, and that we are continuously adding more Chryslers than all other makes combined, should be complete evidence that we believe Chrysler delivers the most satisfactory and economical transportation."

"Our accurate and standardised cost accounting methods have reflected 11 per cent. greater mileage per gallon of fuel for Chryslers, and also a reduction in maintenance cost. Our customers, as well as we, are highly pleased with the beauty, performance, ease of handling and riding, dependability, safety and long life of Chrysler. In fact, in our business, the economy of operation would be of no avail without sustained popularity of the car with the general public."

Chrysler "62" Features of Performance, Quality and Long Life—

1. Six-Cylinder Engine, of Chrysler design
2. Overhead Crankshaft, with interchangeable shimless bearings
3. 62 and more exceptional miles an hour
4. Typical Chrysler Acceleration
5. Impulse Neutraliser
6. Webbed Crankcase Construction
7. Ventilated Crankcase
8. Lower Steel Strut Pistons
9. Special Engine Mounting
10. Exclusive Type of Cylinder Head and Combustion Chamber
11. Six-Speed Valve
12. Oil Filter
13. Air Cleaner
14. Thermostatic Heat Control
15. Manifold Heat Control
16. Calcular Type Radiator
17. Full Pressure Oiling System
18. Rubber Engine Mountings
19. 16-inch Base Road Wheels
20. Balanced Front Wheels
21. Power Steering
22. 4-wheel Hydraulic Brakes
23. High Carbon Steel Springs
24. Specially-designed Rear Axle for Balloon Tyres
25. Leaf Springs on front and Rear Springs
26. Indirectly Lighted Instrument Panel
27. Padded Theft-proof Steering Wheel
28. Electric Fuel Gauge
29. Headlamp Control on Steering Wheel
30. Newer Cover Pillars
31. Adjustable Steering Wheel
32. Caddy Vase
33. Saddle Spring Seat Cushions
34. Five Figured Mohair Upholstery
35. Rapid Type Curtains on Tourer
36. Adjustable Front Seat in Tourer
37. Low Centre of Gravity
38. Double Beaded Body Construction
39. Chrysler Smoothness of Line
40. Attractive Colour Combination in great variety

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at  
**Sensational**  
**New LOWER**  
**PRICES!**  
**Quality**  
**Unchanged**  
**40 Body Styles**

Chrysler's sensational rise from 27th to 3rd place in sales in 42 months is the result of a phenomenal public preference that has continuously demanded a record-breaking volume of quality motor cars.

Chrysler's tremendous production and rapid growth are the direct results of public recognition of values and savings which only Chrysler Standardised Quality can provide.

You will then instantly recognise why Chrysler cars—by the most astounding price savings which result from a huge and rapidly growing public demand—are today more than ever the most marvelous motor car values in their respective price classes.

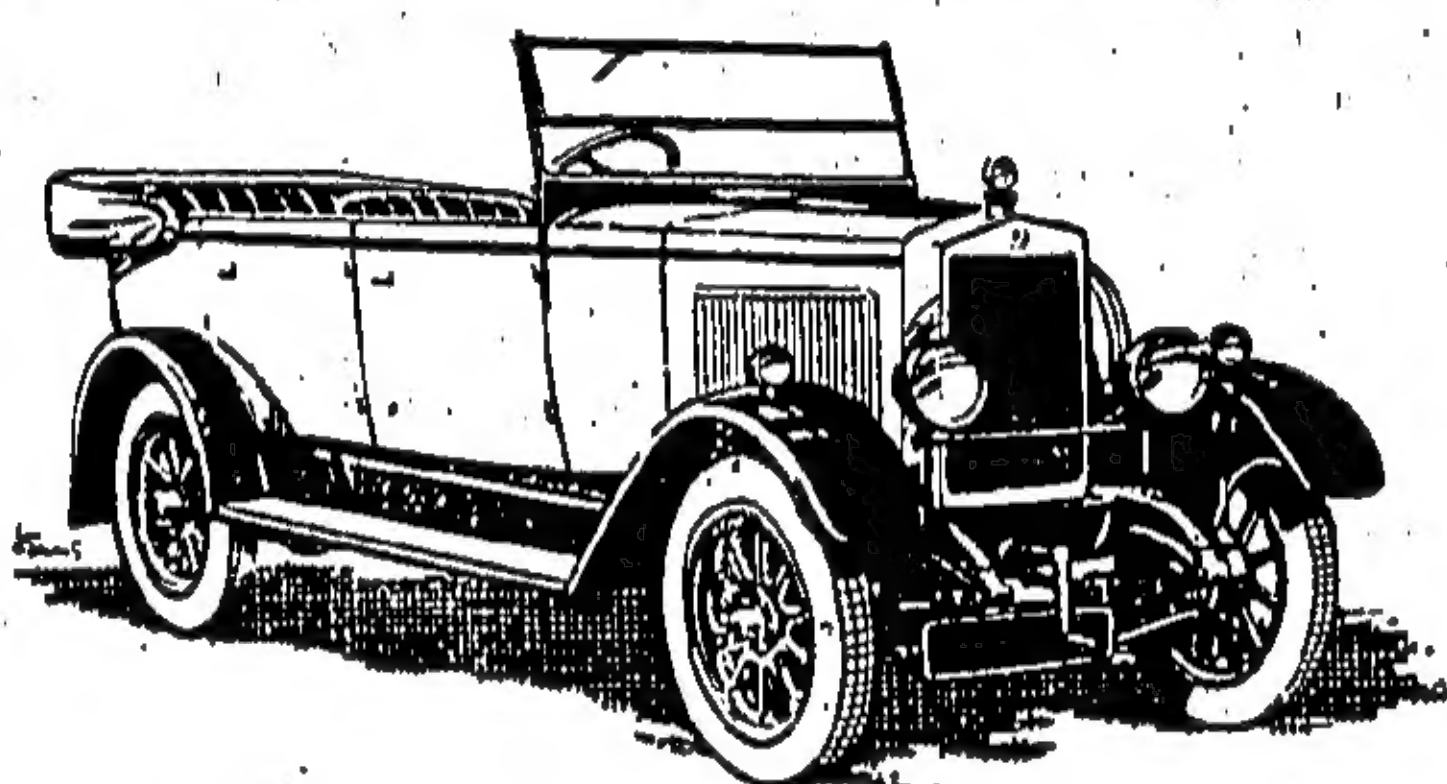
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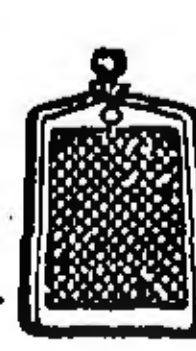
MORRIS-COWLEY 11.9 H.P.	London	Hong Kong	Track
48" TRACK—105" WHEELBASE.			
ROADSTER	4 Seater	£153	£180
TOURING (4-DOOR)	4 Seater	170	200
COUPE (FIXED HOOD)	2 Seater	175	210
SALOON (4-DOOR)	4 Seater	185	225
TRAVELLER'S CAR		168	200
STANDARD VAN		165	200

MORRIS-OXFORD 11.9 H.P.	London	Hong Kong	Track
48" TRACK—105½" WHEELBASE.			
TOURING	4 Seater	205	235
SALOON	4 Seater	215	255

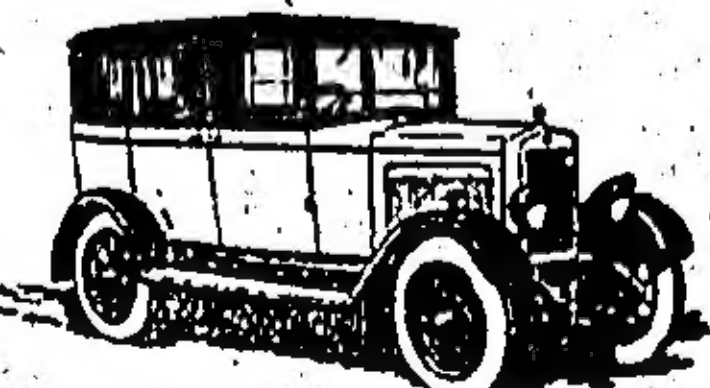
MORRIS-OXFORD 13.9 H.P.	London	Hong Kong	Track
48" TRACK—106½" WHEELBASE.			
ROADSTER	4 Seater	210	240
TOURING	4 Seater	225	260
COUPE	2 Seater	230	270
SALOON	4 Seater	250	290
LANDAUETTE	5 Seater	285	330

MORRIS-OXFORD 15.9 H.P.	London	Hong Kong	Track
56" TRACK—114" WHEELBASE.			
TOURING (4-speed gear)	5 Seater	315	355
SALOON	5 Seater	345	400

MORRIS LIGHT SIX 17.7 H.P.	London	Hong Kong	Track
2468 c.c.—Approx. 2½ litres.			
TOURING	5 Seater	320	360
SALOON	5 Seater	350	405



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## HIGHWAY SPEED.

QUESTION INVOLVED WITH SAFETY.

## STOP SIDESTEPPING.

The time has come to stop sidestepping the problem of speed on the highways, is the opinion of Paul G. Hoffman, vice-president of the Studebaker Corporation of America.

"Railroads have proved that it is possible to attain both high speed and safety. When we look back over the years we view with amusement the excitement that greeted the iron monsters of 1848 as they thundered over the rails at the fearful speed of 25 miles an hour. Grave doubts were even raised that human beings could travel at speeds of more than 40 or 50 miles an hour and live.

"In the field of individual transportation the motor car has played an important part in breaking down the barriers of time and distance. It is as foolish to put legislative bars of a fixed character in the way of development of speed in motor car transportation as it would have been to put speed limits on railways in the early years of their development.

"It is time to look at the problem of highway safety from a new point of view. One of the first steps is to get over the idea that speed in itself is a dangerous thing. Traffic and safety experts—men who have studied the question—know that speed in itself is not the source of danger it is popularly credited with being.

## Other Factors.

"It is not speed alone, but speed in combination with other factors that makes accidents. Fifty miles an hour on the open road in the country may be safer than 25 miles an hour in crowded city traffic.

"Any well constructed car of the present year is much safer at 50 miles an hour under the proper conditions than cars of a similar class were 15 years ago at 30 miles an hour. One stretch of road may be safely covered at 60 miles an hour—another may be unsafe at 30.

"No one can deny that there is real danger in speed plus unfavorable conditions for speed on the highway, but speed in itself does not necessarily create hazards. High speed at intersections, in turning corners, passing pedestrians or passing other traffic in the face of oncoming traffic from the other direction is a real menace.

"Legislation and enforcement should concern itself not so much with speed as with those acts of a driver which, combined with speed, result in accidents. Let us stop arresting the sane motorist who is doing a sensible 45 miles an hour on a fast road in the open country, and concentrate on drivers like the short corner-cutter in town who may be doing only 15. Fixed limits do not in themselves promote safety; they make lawbreakers out of motorists and often permit constables to bring discredit on highway policemen as a whole by affording opportunities for petty graft.

"It is time to meet the new conditions of highway safety with a fresh point of view—and concentrate on safety rather than on the antiquated theory that anything over 30 miles an hour is recklessness."

## HIGH COMPRESSION.

## IMPORTANT DEVELOPMENT OF THE YEAR.

Marked evidence of the noticeable trend toward engines of high compression design provides one of the most important developments of the year in the automobile industry. Those close to the industry declare that marked evidence of this trend is noted in the special grades of petrol for high compression engines now being marketed by the leading oil companies.

In commenting on this trend toward the high compression engine, officials of various companies manufacturing Knight-motored cars in the United States have expressed some surprise that high compression is being suddenly emphasized by other manufacturers as if it were a new discovery. The builders of the three American Knight-motored cars, Stearns-Knight, Willys-Knight and Falcon-Knight have considered high compression one of the outstanding features of superiority of their Knight engines for years, and they point out that the Knight engine achieves high compression with ordinary petrol, while other types of engines require special high grade fuel to eliminate detonation and achieve satisfactory results.

The manufacturers cite the fact that the tests have proved the combustion chamber in the double-sleeve engine, wherein the gases are highly compressed before firing, to be ideally designed to provide a rapid, steady burning of the fuel.

## COMING HERE.

MANILA MANAGER OF GENERAL MOTORS.

## BUSINESS PICKING UP.

E. H. Trice, general manager of the Manila zone for the General Motors Company, plans visiting South China shortly, according to a statement by him. The South China district comes under the Manila zone. Mr. Trice will look over the motor car situation there, renew old acquaintances and boost the General Motors' business.

According to Mr. Trice, China is buying more American cars every year. Her roads are being extended and improved, thereby facilitating travel, at the same time increasing the automobile business; prospects for this year in China are better, he said, in spite of what appears to be unsettled conditions caused by the civil war.

Mr. Trice also announced the coming of A. M. Willing, who will remain permanently as sales and service representative of General Motors. Mr. Trice does not expect to stay away long in China as he intends returning to Manila as soon as he completes his inspection.

## MODERN SPRINGS.

## A TELLING VAUXHALL TEST.

While everyone prefers driving in a well sprung car which gives the maximum of riding comfort, very few of the motoring public have heard much, if anything about the tremendous and costly experiments carried on conjointly between the car manufacturers and the spring makers in order to obtain, in a safe, secure and reliable manner, springing devices that can be relied upon, under every condition of driving, on any kind of road surface.

The engineers of the European countries, of England and America are constantly at work testing and improving present methods of car suspension in order to meet the ever growing demands for greater comfort and increased speeds. For years steel has been the chief material used in spring making and every known principle of leverage has been applied to the absorption of road shock. To-day hydraulic and spring recoil shock absorbers, rubber bumpers and combinations of steel and rubber are used to minimise jar and still the engineers and car builders are not satisfied, so the search for newer and still better arrangements of springing, keeps apace with the urge for speed and the desire for comfort.

Vauxhall Motors, Ltd., makers of the well known standard British car, have given an unusual amount of time and thought to this subject and, as a result of these tests the present Vauxhall is now an outstanding example of what should be found in cars which can be depended upon to hug the road bed. Not long ago, for purposes of test investigations, the normal half-elliptic front and cantilever rear springs which are standard equipment of 20-60 Vauxhall, were specially weakened by removing some of the spring leaves. They were then supplemented by a new design of pivoted longitudinal springs for balance purposes. Shock absorbers were fitted to the front axle as additional aids. The Vauxhall car was then driven for several hours over an exceedingly rough road, full of pot holes and ridges at speeds up to and over 40 miles per hour. There was naturally considerable movement of the car body, the occupants being thrown about on their seats but not actually off them. So great was the range of movement by the front axle that the left side shock absorber was bent up until it interfered with the steering, but the springs in spite of their weakened condition, successfully withstood the great stresses imposed on them by such a severe and prolonged test. Only by such tests, can the modern high speed automobile be made safe and trouble-free for the motoring public.

It is claimed that detonation commonly prevalent in other types of high compression engines is thereby avoided in the Knight engine. It is the characteristic design of the Knight double-sleeve combustion chamber, with the spark plug located in the exact centre of the compressed fuel charge, that is said to provide the exceptional high compression performance in this engine. The Stearns-Knight six and eight cylinder cars, the Willys-Knight Sixes and the Falcon-Knight Six, with the additional force imparted to the pistons are thereby said to be assured of greater power, faster road speed, quicker acceleration, unusual vitality and a smooth performance which so often is lacking in other types of engines, specially where such engines use regular or ordinary petrol.

## A GREAT CAR.

HEAD OF THE STUDEBAKER LINE.

## FINE PERFORMANCE.

A new Studebaker President, with a straight eight motor delivering 100 horsepower for speeds up to 80 miles an hour, now heads the Studebaker line of custom cars.

In the power and superlative performance of its motor, the beauty of its body lines, and the luxury and completeness of its appointments, The President is one of the outstanding cars of the new automotive year.

Announcement of the new President climaxes a year of performance achievements during which Studebaker has won every official and endurance record for fully equipped stock cars regardless of power or price. The new straight eight was designed and built by the game staff of engineers responsible for Studebaker's impressive series of victories during the past year. It makes its first public appearance after two years of development work and testing in Studebaker's research engineering laboratory and proving ground under the direction of D. G. Roos, chief engineer (formerly chief engineer of Locomobile, Pierce Arrow and Marmon); and W. S. James, research engineer, who was formerly section chief of the U. S. Bureau of Standards.

## New All Through.

The new President reveals no trace of racial design. While the car is new from radiator to rear axle, the engineers have followed only sound and thoroughly proved engineering practices. In doing so, they have produced a motor of great power and speed, and a chassis notable for easy handling, exceptionally fine riding qualities and roadability at all speeds. Due to precision workmanship and the Studebaker practice of running-in every motor on a dynamometer, The President may be driven 40 miles per hour even during its first 500 miles.

Six sedan and a limousine are offered; five and seven passenger sedans; five and seven passenger State Sedans, fitted with six wire wheels and tyres and many items of de luxe equipment; and a State limousine, also with six wire wheels and tyres.

All models are distinguished for their harmonious combination of gracefully rounded contours with long, sweeping body lines emphasizing the low hung frame and the abundance of speed and power under the bonnet.

## Decorative Panel.

The familiar Studebaker radiator, somewhat narrower than before, is capped by the poised figure of Atlanta and flanked by big chromium-plated headlamps of special design. Full crown one piece mudguards have a distinctive flare in front and sweep back in a graceful curve. The two spare wire wheels of the State sedans are carried in the front mudguards. Separating bonnet and cowl is a brightly plated bead to which are attached cowl lamps that harmonize with headlamp design. All exterior bright work, including lights and bumpers, is chromium plated for greater beauty and longer wear.

Extending from cowl to rear quarter is a decorative panel finished in bright contrasting colour. This and long narrow windows set in deep reveals emphasize the low hung appearance of the new President. A trunk is mounted at the rear of five passenger models.

Every detail of the interior treatment of The President complements the richness of design characteristic of Studebaker's custom cars. Upholstery fabrics are rich in broadcloth or mohair in shades harmonizing with the lacquer finish of the exterior. In seating arrangement and roominess the President strikes a new note of luxurious comfort. Seats are deep and wide, and the form fitting cushions are mounted on double deck pillow springs. Arm rests and silk assist cords add further to passenger comfort.

Distinctive among the interior fittings are door panels finished in antique walnut or lacquer and embellished with etched silver medallions. Dome and corner lamps, the former automatically operated by a concealed door switch, silk curtains for rear and quarter windows are additional appointments. An attractive vanity case and a smoking set with lighter are supplied with the 7-passenger Sedans, while ash receivers are included with the 5-passenger models.

The same convenience and luxury characterize the front compartment. The fascia board finished in two-tone antique walnut is equipped with a cigar lighter, and instruments are set in a panel framed by a beading of dull silver inlaid with enamel. The instru-

## LIGHT CARS.

FINE FEATURES AT LOW COSTS.

## OVERLAND WHIPPET.

The motorist whose income will not permit indulgence in high-priced cars is leaning forward eagerly and displaying a pleased expression these days, as he watches new cars appearing on the market offering fine car features in light cars, at prices within his reach. Those who could not previously afford a fine car and who would not bother with the type of car offered at a very low price, are now eagerly in the market for one of the light cars of fine quality now for the first time offered at a low price. In fact, people who never before thought of buying a motor car at all are this year thronging the show rooms and considering the purchase of their first motor cars. The manufacturers of the Overland Whippet have tapped a great new reservoir of public interest with their "quality car at lowest prices."

## Price Reductions.

Immediately following the slashing price reductions in the Whippet motor cars, placing them directly in price competition with the lowest priced cars ever manufactured in the U.S.A., approximately two million persons visited the various showrooms where these perfected Whippets were on display. This outpouring equals the interest displayed when the Whippet was first presented to the public about 19 months ago, which set a record at that time for public interest in a new product.

Reports also indicate that the executive offices of the Willys-Overland, Inc., that indicate the interest of the public is centred in the perfected Whippet, this fact being borne out by the sales volume that has resulted, being far in excess of the expectations of company sales executive.

It is said that never before in the history of the automobile industry has a price reduction on a car that had been before the public for more than a year, brought about such a notable reception in every section of the nation.

Reports also indicate that in the higher ranges of cars, there is a decided trend toward Willys-Knight models, which have been presented for 1928 with numerous refinements. Unusual interest, it is said, is being exhibited in the new Willys-Knight Standard Six, the first car powered by a Willys-Knight six cylinder sleeve valve engine to sell in the low priced six class.

## Public Interest.

In Toledo, Ohio, U.S.A., 40,000 persons visited the Willys-Overland display in two days following the price cut.

More than 200,000 visited the main New York sales rooms.

Atlanta, Ga., U.S.A., reported an attendance of more than 500 a day with a complete sell-out of cars in stock, while dealers in the adjacent territory placed orders for the immediate delivery of 350 Whippets to fill the orders of buyers.

Despite the heavy snowstorms in St. Paul, Minn., U.S.A., thousands came to see the perfected Whippets following the price cut with many orders resulting. This same interest held true throughout other snowbound regions.

A total of 30,000 visited the dealer showrooms in San Francisco in three days.

In Detroit, Michigan, U.S.A., 15,000 came to see the Whippets with the dealers booking scores and scores of orders.

From every point throughout the U.S.A., the dealers report that the same enthusiasm is being shown in the Whippet as has been shown here since the price cut. This has resulted in a sales volume never before attained at this season of the year, with every indication that capacity production will be necessary at the Willys-Overland plants for months to come to keep pace with the demand of the motor car buyers of the nation.

## RAISE SPEED LIMITS.

The states of Washington and Oregon have increased their maximum speed limits, the former from 30 to 35 miles an hour, and Washington from 30 to 40 miles an hour.

ments are grouped in rectangular frames and indirectly illuminated. They include: eight day clock, electric fuel gauge, speedometer, ammeter, oil pressure gauge and engine thermometer. The horn button and shift lever knob are ornate. Spark, throttle, and light controls are mounted on a new type of steering wheel of walnut finish and this grip.

## NEVER SUCH VALUE BEFORE IN HONGKONG

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"WHIPPET" "96"

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Roadster	-	-	-	H.K.\$1,720
Coupe	-	-	-	H.K.\$1,850
Coach	-	-	-	H.K.\$1,850
Cabriolet	-	-	-	H.K.\$1,750
Sedan	-	-	-	H.K.\$1,950

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## THE 1928 CAR.

## A FEW HINTS ON TREATMENT.

[By John Prioleau.]

In an article I wrote recently about the excellent value for money the poor man is going to get in 1928 I mentioned the rather remarkable circumstance that I am often given new models of cars to try which are anything but run-in, and encouraged to drive them as fast as possible. It struck me, as I said, that this might indicate that makers place an unusual degree of confidence in their work, or that engines in general have reached the point where they do not require running-in.

A reader has severely criticised the latter conclusion and suggests that what I wrote may lead the experienced to overdrive their new engines and ruin them for life. Of course I had no such intention. My remarks were in the nature of pure speculation on the possible causes of an unusual state of affairs.

## Mixed Advice.

Reading the advice of makers and listening to occasional remarks by testers, designers and people of that kind, I find that there are, as a matter of fact, two schools of thought on that extremely important question. One firm I know of says that you may drive their brand-new cars straight away as if they had done

10,000 miles, while another, whose cars cost about three times as much, while not committing themselves to any definite statement, make it very plain, unofficially, that the running-in process must be carried as far as possible. Their cars are of the highest possible class, and I should imagine have as much attention expended over their construction as any in the world.

Running-in a new car is admittedly an exceedingly boring process. Most makers advise their customers to stick to 20 miles an hour or some proportionately low speed for the first 500 or 1,000 miles, and thereafter to go gently. I am quite sure that what they would like to say would be, "Remember she will be new, dangerously new, for at the very least 3,000 miles."

The owner of a new car which is also his first would find it well worth his while, both from a financial as well as from a personal comfort point of view, to consider this advice as officially given to him by the maker of his car. If you are told not to exceed 20 for 500, make it 1,000, and for the next 2,000 make it 30, driving at that speed as little as possible, and so on. Even if the maker of your car tells you that no damage can possibly result from driving her as you please from the start, it is well worth while disregarding him and running the risk of being considered unnecessarily fussy.

## After 5,000 Miles.

Of this you may be very certain, that at the end of 5,000

miles, all things being equal, you will have ensured yourself the possession for a long time of a good car instead of a bad one.

Another part of the proper treatment of a brand new car which is very important, and very often overlooked, is in the chassis lubrication, especially in some kinds of cheap cars. I have within the last six months heard of two or three instances of low-priced cars being delivered with practically dry gear boxes, back axles, shackles, and various working parts which depend upon a grease gun for their lubrication. To every buyer of such a car, no matter how great confidence he may have in the works supervision provided by the makers, I would say: "Before you take her out go through the seemingly superfluous process of checking the oil level in the engine, gear box and back axle, and going the weary round of the chassis with the grease gun, being particularly careful not to miss those points which, although they are out of sight and almost inaccessible, are usually extremely important."—"Evening Standard."

## INCREASING ACREAGE.

The Goodyear Tyre and Rubber Co., has purchased 29,000 acres of rubber-growing land in Sumatra, increasing its rubber holdings in the Far East to 50,000 acres.

Three and three-quarters million people are employed directly or indirectly by the automobile industry in the United States.



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### "THE FORD."

THE CAR THEY LAUGHED  
AT.

INVENTIVE PLOUGHBOY.

One approaches with a certain suspicion the life of a captain of industry. The biographer is always tempted to sanctify what may have been an ordinary and average boyhood. And yet, those legends of extraordinary boyhoods are very picturesque in this respect, and one cannot help quoting extensively from "Henry Ford," by J. G. de Rouillac Hamilton (Allen and Unwin, 7s. 6d.), in spite of the fact that there are some errors in the spelling of names.

Henry Ford's father was a farmer in Bandon, County Cork, who, when he was twenty, had to emigrate in the year of the Great Famine, "Black '47." Great numbers of emigrants died on these voyages across the ocean in the "coffin ships" but many of those who survived did well in the new country, particularly such as William Ford who went on the land. But on his first arrival at Dearborn he had to work as a builder's labourer and a track-layer. For a time he worked as a farm labourer, and then he bought forty acres from another Irishman who had taken rather too much land for himself under a Government grant. When he was thirty-five he married a girl of eighteen, Mary Litogot, who was of mixed Dutch and Scandinavian extraction. Henry, born in 1863, was the eldest child.

#### The Young Inventor's Scar.

By this time the Ford farm had increased to two hundred and thirty acres. Henry went to school—at one time to the Scotch Settlement School—until he was sixteen. By the time he was twelve he was ploughing and doing almost a man's work on the farm. He has said that it was the hardness of the manual labour on the farm that made him apply his mind to mechanics. He took part in the amusements of the community—hay rides and watermelon parties, "that dear delight of young Americans."

The legend of his inventive boyhood begins with a description of his stopping the lid and spout of a kettle on the boil to see what would happen. The kitchen roof was almost blown away and a bit of scalding metal hit the boy, leaving a mark on his face for life.

#### A Toy "Junk" Shop.

The local forge captivated him, and in emulation of the blacksmith he set up a workshop and forge on the farm. This was at first a sort of toy "junk" shop, where the boy amused himself, but with increasing skill he began to repair broken tools and machinery. The neighbours soon found out his skill and brought him odd jobs of repairing to do. He used to take his watch to pieces and put it together again, and in time he made a watch which would tell Government time and "sun time" by which the farmers directed their day. Late in life he said:

"There is an immense amount to be learned simply by tinkering with things. It is not possible to learn from books how everything is made—and a real mechanic ought to know—how nearly everything is made. Machines are to a mechanic what books are to a writer. He gets ideas from them, and if he has any brains he will apply those ideas."

The biggest event of his youth, he says, occurred when he was thirteen. He and his father were driving along from Dearborn to Detroit when they met a road engine which had a chain connecting it with the rear wheels of the carriage on which it was mounted. Here Henry Ford saw his first motor-car! He says he remembers how it looked as clearly as if it were yesterday that he saw it:

"The engine was driven, steered, and fired by one man. When he saw William Ford's wagon coming he stopped the engine so as to allow the horses to pass without being frightened. Henry fairly flew from his seat to the ground, over to

the engine, and then up on its platform. He had a thousand questions to ask, and in the engineer he found a kindred spirit who told him all about it: that it had been made in Battle Creek by Nichols, Shepard and Company; how the chain worked; how it was disconnected from the driving wheel when they stopped, so as to give place to the belt used for driving other machines; and so on.

Henry could not get this engine out of his mind. He began to attempt to make an engine. His first model was built entirely of wood except the boiler, which was improvised from a five-gallon oil can. With the experience thus gained he went further and built entirely from metal scraps an engine that really ran.

His father wanted him to stay on the farm—that was the duty of a farmer's eldest son. But "mechanics" called. I remember a passage in one of Stephen Graham's books in which he describes a steamer passage with poor immigrants from Liverpool to New York. He told of the Irish, the Poles, the Italians, maintaining their customs and singing their national songs to relieve the tedium of the voyage. But, he reflected, these men will beget and these women will bear children who will not be interested in their parents' lands, but will salute the Stars and Stripes like born children of the Land of Liberty.

Henry Ford, American boy, turned his back on his Irish father's farm. He had five dollars in his pocket. He went to a machine shop in Detroit, and was engaged as an apprentice at two-and-a-half dollars a week. His board cost him three-and-a-half dollars. To make ends meet and save a bit, he added a night employment with a watch mender, for which he was paid two dollars a week for four hours' work a night.

#### Collected Three Hundred Watches.

In time, as his biographer says, "he quit," and found new employment in a marine-engine factory. It meant stooping to conquer, for his wage went back to two-and-a-half dollars. At this time he had the dream of universalising the watch, and he actually drew up plans for a cheap, reliable "time-keeper" for every man. Indeed, this was the first stirring in his mind of the idea of supplying what might be called a "luxury-want" in millions.

#### WHEN EATING IS HARD WORK.

What the Dyspeptic Thinks.

Men and women who come to the table with haggard, drawn looks and poor appetite are to be pitied for their miserable existence. They are afraid to eat food which normal, robust persons will enjoy. However hungry they may be, even the lightest meal brings a recurrence of those indigestion pains which cause the victim agony. But why suffer the miseries of dyspepsia, with its irritability, acute pains in the back and chest, flatulence and water brash? Those continuous bouts of indigestion with lack of food have impoverished your blood. It has become so thin and weak that it has left your body in a debilitated state, and reduced you to a haggard and depressing frame.

The most reliable method to deal with indigestion is to begin at once to tone up and replenish your blood. For this purpose there is no better tonic than Dr. Williams' pink pills, which will increase and renew your blood, making a rich, red supply to flow through your veins. The stomach and digestive organs will at once begin to revive and properly function. Pain and depression will disappear, and you will enjoy the delights of the table once more.

So begin now to conquer your indigestion by taking Dr. Williams' pink pills for pale people. Of all chemists, or post free at \$1.50 per bottle, 6 bottles \$8, from the Dr. Williams' Medicine Co., 60, Kiang-se Road, Shanghai. Nothing else will do.

At this time he collected three hundred watches, so that he might know all that was to be known about them. He had convinced himself that he could "turn out" watches by machinery at thirty cents each and sell them at fifty cents. He gave up the idea because he decided that watches were not, after all, a necessity.

#### From Plough to Two-Seater.

After several changes of employment he entered the service of the Edison Company. It was then that he applied himself indefatigably to the work which was to make him one of the representative captains of industry of our time. Remembering the grim work of horse and man in ploughing, he sought to make a mechanical plough. He removed the workshop which he had founded when a body from his father's farm to the back-yard of his house in Detroit. As soon as supper was over he would retire to the shop.

After all, it was not a mechanical plough, but a motor, that was the fruit of his laborious assiduity. Finally in 1892, the car was finished. It looked like a little, low-slung buggy with its bicycle wheels and light frame upon which was mounted an upright posts a seat large enough for two people. High speed was about twenty miles an hour and low was ten. There was no reverse.

Neighbours Who Laughed—First. He used to push his car into the street, and it would not run. His wife felt the humiliation of seeing the terrace wives laughing behind their curtains as he had to push back his horseless car to his back-yard. But one morning, in April, 1893, Ford called to his wife that he was going to give the car a trial and that he was sure it would run. It was raining hard but Mrs. Ford, wrapped up, took an umbrella and went out. Ford had pushed the car out of the shop and he now turned over the motor. It caught and began to cough, bark, sneeze, and spit. He mounted to the seat and drove off, while Mrs. Ford ran along the sidewalk under her umbrella in the rain. It worked; it ran; it was a success. The great idea was at last on wheels!

His associates bore with him a little while, but eventually they considered that their money would be better employed than in "fooling with a gas engine." Thus Ford had to break out on his own. After other disappointments, he founded in a small garage the business that was to grow into the largest factory in the world.—Con O'Leary in "T.P.'s Weekly."

#### STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during April, 1928, standard time for the 120th meridian, East of Greenwich, is as follows:—

	Sunrise.	Sunset.
	a.m.	p.m.
12th	6.06	6.42
13th	6.05	6.43
14th	6.04	6.43
15th	6.03	6.43
16th	6.02	6.44
17th	6.02	6.44
18th	6.01	6.45
19th	6.00	6.45
20th	6.00	6.46
21st	5.59	6.46
22nd	5.58	6.46
23rd	5.57	6.47
24th	5.57	6.47
25th	5.56	6.47
26th	5.55	6.48
27th	5.54	6.48
28th	5.53	6.48
29th	5.52	6.49
30th	5.52	6.49

#### MAIDEN VOYAGE.

The 350 h.p. Kromhout-engined motor coaster "Katoora" has completed her maiden voyage to Adelaide, the entire trip from Greenock being successfully negotiated. The vessel, which is 135 ft. in length, is a single-screw craft, and made a non-stop run from Greenock to Suez, from Port Said to Colombo, and from Colombo to Adelaide.

The "Katoora" was built by George Brown and Co. and the machinery was supplied by Ferman and Co.

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# China Mail

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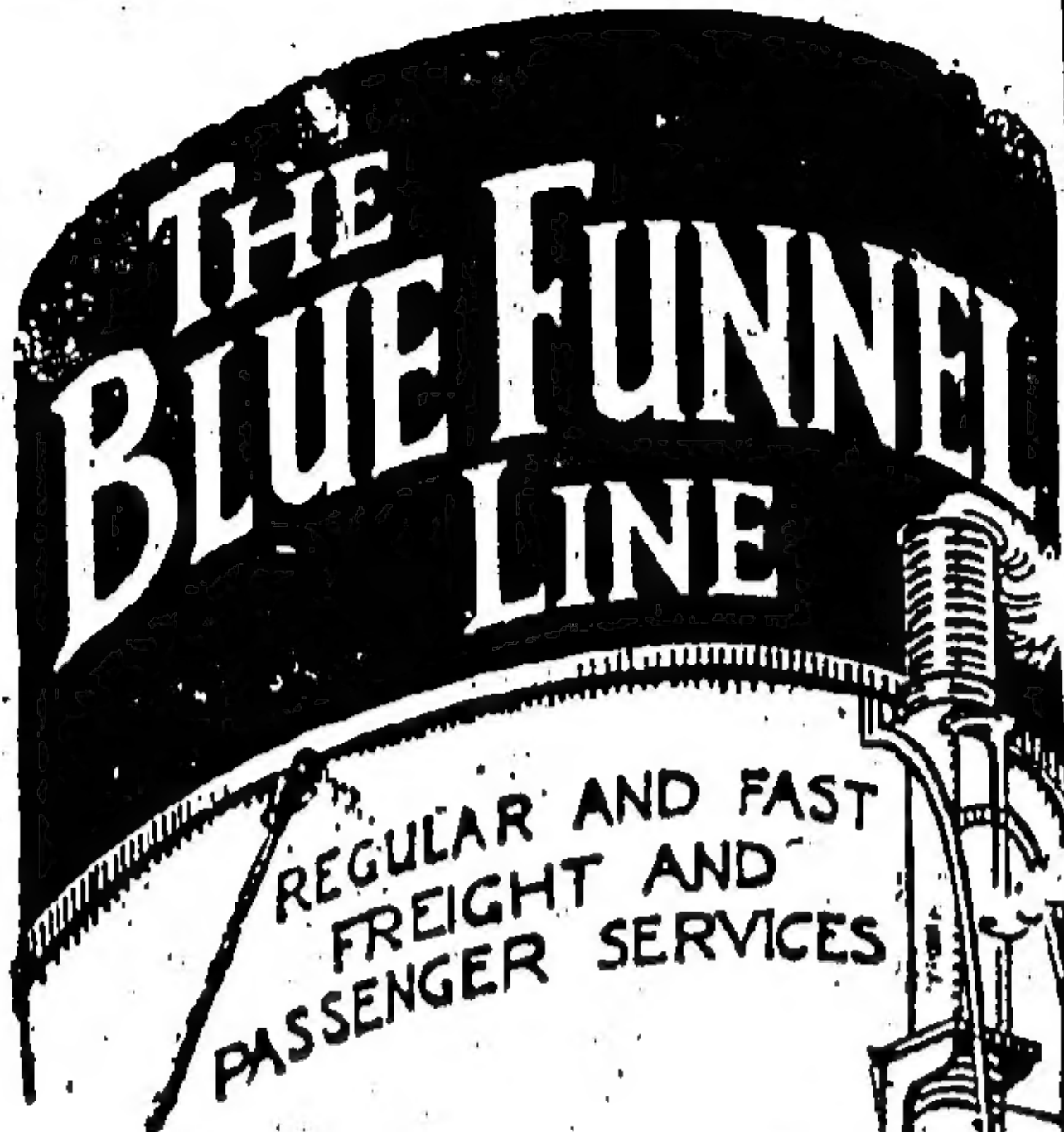
HONG KONG, THURSDAY, APRIL 12, 1928.

# THE HONG KONG \$ DIRECTORY

1928 Issue

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"SARPEDON" 18th Apr. Marseilles, London, Rotterdam & Glasgow  
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Postable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The Postal Service to Swabue & neighbouring places is entirely suspended until further notice.

## INWARD MAILS.

From	THURSDAY, APRIL 12.	Per
Straits		Sui Sang
Shanghai		New Chwang
Europe via Suez Letters and Papers, London	FRIDAY, APRIL 13.	
15th March and Parcels, th March		Kashgar
Shanghai and Europe via Siberia		Lima Maru
Shanghai		Mongolia
Shanghai	SATURDAY, APRIL 14.	
		Soo Chow
	SUNDAY, APRIL 15.	
Straits		Hakusan Maru
U.S.A., Canada, Japan and Shanghai		President Jackson
Shanghai		Yalou
	MONDAY, APRIL 16.	
Manila		Empress of Canada
	THURSDAY, APRIL 19.	
Australia and Manila		Mishima Maru
	FRIDAY, APRIL 20.	
Japan and Shanghai		Suwa Maru
	TUESDAY, APRIL 24.	
Japan		Aki Maru

## OUTWARD MAILS.

For	THURSDAY, APRIL 12.	Per
Sam Shui and Wuchow		San Ning 4 p.m.
Hoihow and Tournane		Devawongse 5 p.m.
Manila, Australia, and New Zealand via Thursday Island—due Thursday Island, 24th April.		
Parcels 5 p.m. Registration (Apr. 13th) 9.45 a.m. Letters (Apr. 13th) 10.30 a.m.		
	FRIDAY, APRIL 13.	
Saigon		Prominent 2.30 p.m.
Amoy		Sui Sang 5 p.m.
Shanghai and Japan		Kashgar 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 11th May. K.P.O. Parcels 4.30 p.m. Registration (Apr. 14th) 9 a.m. Letters (Apr. 14th) 10 a.m. G.P.O. Parcels 5 p.m. Registration (Apr. 14th) 9.45 a.m. Letters (Apr. 14th) 10.30 a.m.		
	SATURDAY, APRIL 14.	
Hoihow, Pakhoi, Haiphong		Teau 10 a.m.
Amoy		Anhui 5 p.m.
	SUNDAY, APRIL 15.	
Swatow, Amoy and Formosa		Kishu Maru 8.30 a.m.
Bangkok via Swatow		Kaying 9 a.m.
	MONDAY, APRIL 16.	
Shanghai and Japan		Hakusan Maru 10.30 a.m.
Amoy		Soochow 4.30 p.m.
Manila		Pres. Jackson 4.30 p.m.

## MOSCOW & INDIA.

Former's Evil Influence Spreading.

### CHINA'S DISORDERS.

Effect Of Dispatch Of Indian Brigade To Shanghai.

London, To-day.  
The Director of Public Information for the Government of India, in a review for 1928-27, says the Communist disorders in China and the despatch of an Indian Brigade to Shanghai had an effect on India.

Moscow had been busy with propaganda and its distorted picture of Britain "found acceptance in many Indian quarters, where a truer appreciation of the realities of the situation might have been looked for."

Through Moscow's agents in India, there were formed, at least in Bombay and Calcutta, new "Workers' and Peasants' parties, which, unlike the Indian Communism Party, seem to enjoy both the approval and support of Communists outside of India.—Reuter.

## GANDE, PRICE, LTD.

BUSINESS BETTER DESPITE DEPRESSION.

### TO-DAY'S ANNUAL MEETING.

An increase in turnover during the year in spite of business depression and the falling off of exports business owing to unsettled conditions was reported at the annual meeting this morning of Gande, Price and Co., Ltd.

The net profit of the year was \$5,075.17, comparing with a debit balance last year of \$6,151.17.

Mr. S. C. Pank presided over the meeting, supported by Mr. Leung Yan-po and Mr. Kenneth Chan (Directors), Mr. C. Bond, Secretary-Manager, and Messrs. Pang Kwok-sui, D. Rumjahn and Chow Tung-sang, Shareholders.

### Chairman's Review.

The Chairman addressed the meeting as follows:—

The net profit for the year under review is \$5,075.17 against which has to be placed the debit balance of \$6,151.59 brought forward from profit and loss account for the year 1926, leaving a debit balance on profit and loss account of \$1,076.42 which your Directors propose to carry forward to 1928. I am pleased to state that, although we have been again severely handicapped owing to the general depression of business, our turnover for the past year has greatly increased, and your Directors have every confidence in stating, that the future outlook is far more promising than in the past two years, and they trust now that business relations with the outports are again resumed our sales will multiply and be far above our expectations.

It has been the earnest wish of your Directors for the past few years to place before you a report worthy of your best consideration, but although they have done their utmost and received the full co-operation and support of the staff, they regret to state they have not reached their expectations, owing to the adverse circumstances they have had to contend with. However, with brighter prospects in view, your Directors trust they will have far better results to place before you at our next annual meeting. In conclusion, Gentlemen, I have much pleasure in proposing the adoption of the report and statement of accounts as placed before you, and after they have been seconded, I shall be pleased to answer to the best of my ability any questions the shareholders may care to ask.

### Shareholders' Tribute.

In seconding the adoption of the report and statement of accounts, Mr. Pang Kwok-sui said: I am sure I am only voicing the sentiments of the shareholders present when I say great credit is due to our Directors on the past year's working. Although they have been severely handicapped owing to business being practically at a standstill at the outports, the balance sheet shows a decided improvement on the previous year, and I trust now with more settled conditions in the adjoining districts at our next meeting we shall have better results.

The report and statement of

## LORD TREMATON.

Now Practically Out Of Danger.

### NO FURTHER COMPLICATIONS.

Mother Hastening From Capetown To See Him.

London, Yesterday.  
The latest report from Belleville regarding Lord Trematon states that no further complications have arisen and the doctors are now inclined to think that he



Countess of Athlone.

is practically out of danger. It will, however, still be some time before he will be able to leave hospital.

Lord Trematon's mother, Princess Alice, Countess of Athlone, will sail from Capetown for England next Friday and proceed direct to Belleville to see her son.—British Wireless Service.

[Lord Trematon, who is the 21-year-old son and heir of the Earl of Athlone, was injured recently in a motor-car accident on the Paris-Lyons road. His father is Governor-General of the Union of South Africa.]

### FAIR—FOG LATER.

East or variable winds, moderate, generally fair, fog later, is the official weather forecast until noon to-morrow.

The anticyclone is central near Vladivostok. Light variable winds may be expected along the S.E. Coast of China and moderate to light monsoon over the China Sea.

## MR. J. H. THOMAS.

CONCLUDES HIS VISIT TO THE GOLD COAST.

### AN ENTIRE SUCCESS.

London, Yesterday.  
Mr. J. H. Thomas, who was Colonial Secretary in the Labour Government, concluded his visit



Mr. J. H. Thomas.

to the Gold Coast on Monday and is now homeward bound. The main purpose of the visit was to open Takoradi Harbour, but Mr. Thomas has since fulfilled a number of public engagements, and the newspapers state that the visit has been an entire success.—British Wireless Service.

### accounts were unanimously adopted.

Other Business.  
The re-election of Mr. Leung Yan-po, retiring Director, was proposed by Mr. Bond, seconded by Mr. D. Rumjahn and carried. Messrs. Lowe Bingham and Matthews were re-elected auditors at a remuneration of \$750 on the proposition of Mr. Kenneth Chan, seconded by Mr. Bond. This concluded the business of the meeting.

## WEIRD STORIES.

About Iraqi-Arabian Relations.

### SURPRISE & AMUSEMENT.

Desert Dwellers Prefer Raiding To Football.

Baghdad, March 19.  
Surprise and amusement was expressed here at the way in which the Wahabi raids have been treated by certain sections of the British Press.

London newspapers containing reports of a sensational character arrived here by air mail during the week-end.

The Iraqi man-in-the-street is quite unperturbed by the Wahabi excursions and alarms.

The Collector of Customs states that the returns are extremely satisfactory, better than at any time last year.

Trade has not been affected by the rumours, which have gained no credence here.

### "Holy War" Canard.

It is now definitely known that there is not the slightest foundation for the report of King Ibn Sa'ud's declaration of a "holy war" on Iraq.

To the contrary, recent news from reliable sources in Arabia suggest that Ibn Sa'ud is striving not unsuccessfully to regain control of the unruly tribesmen in the neighbourhood of the Iraqi frontier.

The present situation indicates the probability of an early settlement of the controversial issues, but the future relations of Iraq with her neighbours will be complicated if every tribal raid is magnified into a first-class war.

"Desert dwellers don't play football; they raid instead," declared an aged tribal Sheikh, with whom Reuter's correspondent discussed the matter this morning. "To us football looks a much more dangerous game."

## BERLIN THRILL.

IMPRISONED AUTHOR'S "ABDUCTION."

### "REDS" TO THE RESCUE.

Berlin, Yesterday.

Half a dozen young Communists, heavily armed, forced their way into the prison in the Moabit Quarter of Berlin, and liberated the writer, Otto Braun, who was under arrest on a charge of high treason.

The raiders, with revolvers in their hands, forced the officers to put their hands up. One of the latter, attempting to resist, was knocked down with a rubber truncheon. The whole prison staff was roused by the tumult and rushed to the rescue. The raiders, with one exception, escaped in a motor-car with Braun. The remaining raider was captured, but refused to give any information about himself.

### Flancée's Plot.

It is alleged that the plot for Braun's escape was hatched by his fiancée, Olga Benario, who is 20 years old. Braun was chatting with her in the visitors' room when the gang burst in, overpowered the warders and carried off both Braun and Olga. Braun had been in prison for a year, awaiting trial.—Reuter.

## AT KARACHI.

COSTES AND LEBRIX STILL "GOING STRONG."

Karachi, Yesterday.  
Costes and Lebriz have arrived here.—British Wireless Service.

Rome.—The wide area between the Palatine Hill and the Aventine, once occupied by the Circus Maximus, will, according to a plan drawn up by Roman archaeological experts, be cleared. The circus was supposed to accommodate the entire population of Rome during the famous festivities in Imperial days, and has been sleeping under its ruins for 1,500 years. Old walls and wretched hovels cover the ground, part of which is also occupied by gasworks and a factory with a huge chimney. What became of the famous marble gradients, which covered a space of one mile, is not known, but perhaps some of them will be recovered and other interesting remains brought to light.

ROMANCE on the high seas—aboard desperate pirate ships—in gay New Orleans and in moonlit gardens!—

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FLORENCE VIDOR  
RICHARDO CORTEZ



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At 2.30, 5.10, 7.15 & 9.20.

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With

SEENA OWEN AND LASKA WINTER.

AT THE

STAR

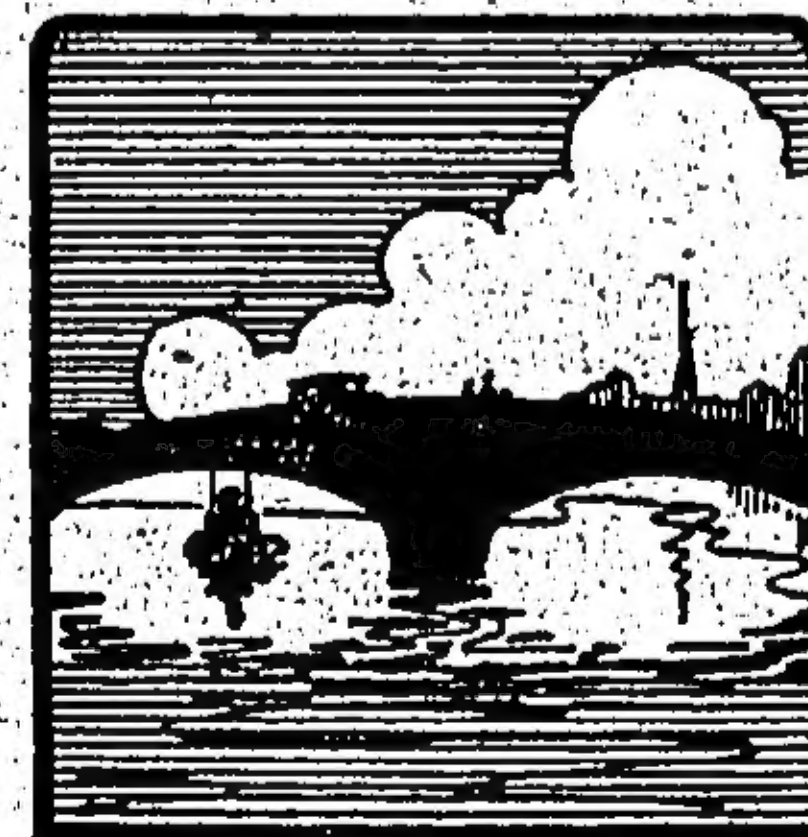
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Continuous 2.30 to 11.15 p.m.

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Printed and published for the proprietors, The Newspaper Enterprise, Ltd., by GEORGE WILLIAM CADS BURNETT, managing editor, at 3A, Wyndham Street, Hong Kong.